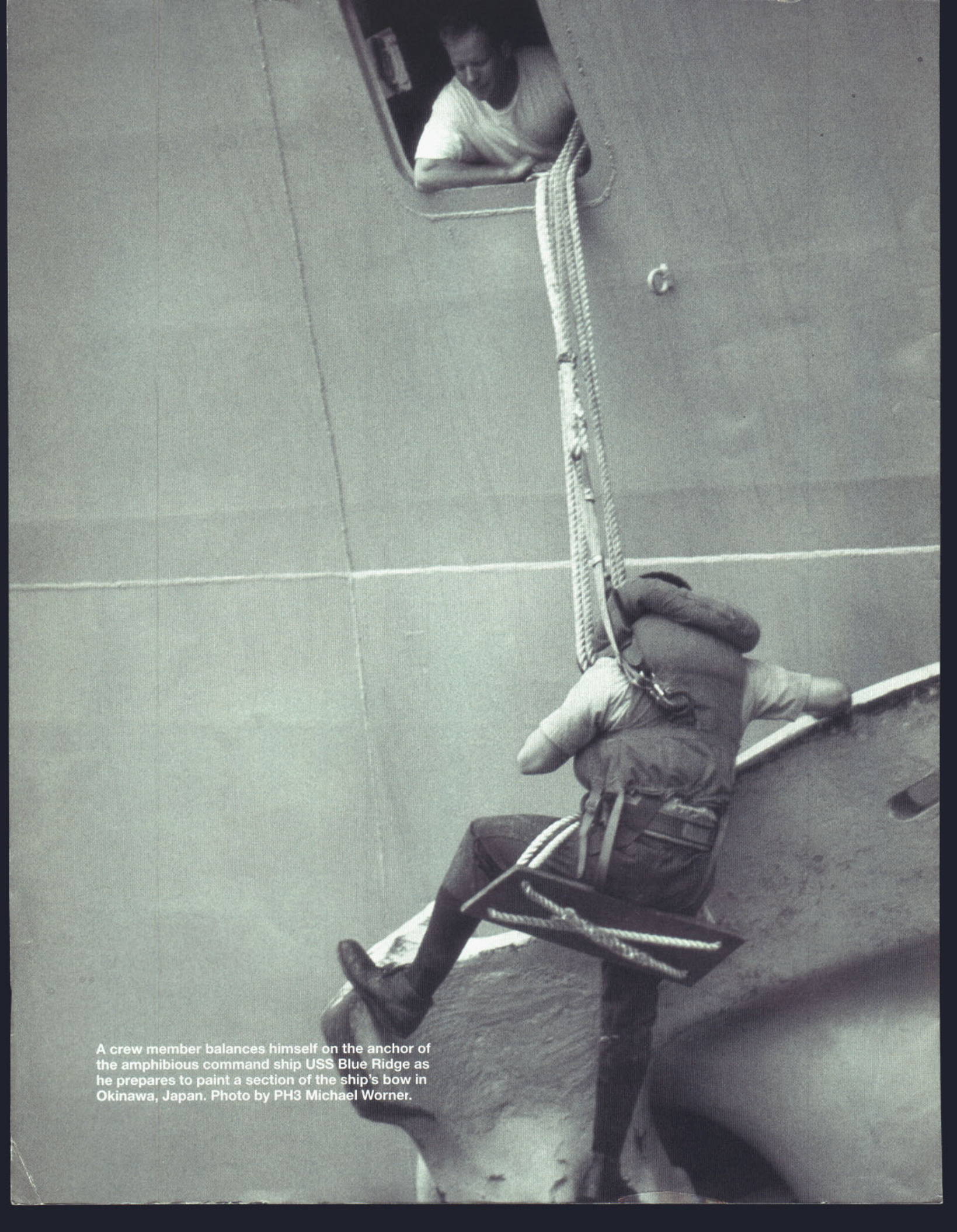




ALL HANDS

JUNE 1992

The art
of war

A black and white photograph showing a crew member in a dark jumpsuit and harness, suspended by a rope and balancing on a large anchor. The crew member is holding a paintbrush and is in the process of painting a section of the ship's bow. Another crew member is visible in the upper left, looking down from a hatch. The ship's hull is made of large, light-colored panels.

A crew member balances himself on the anchor of the amphibious command ship USS Blue Ridge as he prepares to paint a section of the ship's bow in Okinawa, Japan. Photo by PH3 Michael Worner.

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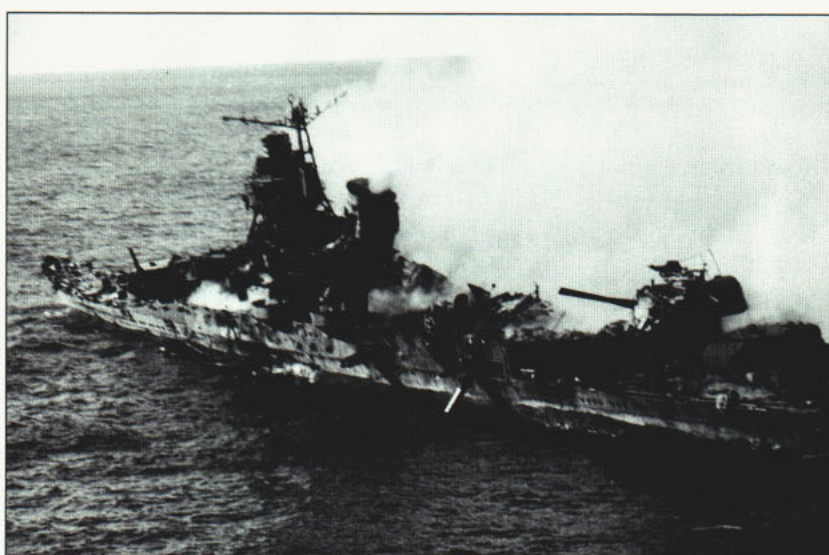
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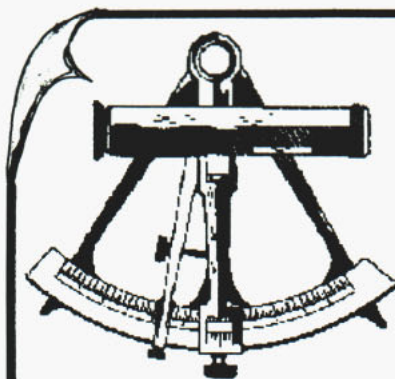
The Battle of Midway — Page 28

- | | |
|--|--|
| 4 Quality, not quantity
Spreading the TQL news | 28 Beginning of the end
The Battle of Midway |
| 6 Change as a way of life
FFT shows flexibility | 32 Front line defense
Midway Island, then and now |
| 10 Getting involved
NRD helps students <i>Sail-on</i> | 34 End of the magic
USS <i>Midway</i> retires |
| 12 On the button
Crackerjacks' history no joke | 37 On the rocks
U.S. assists in volcanic effort |
| 16 Board of attire?
Requests change Navy dress | 40 A family tradition
A bloodline of military service |
| 20 The art of war
Combat through artists' eyes | 42 Staying in America
Doors open for Filipinos |

2 From the charthouse / **39** Spotlight on excellence
43 Bearings / **47** Reunions

Front cover: "Ships' Searchlights, Pearl Harbor." Coale's graphic painting shows shafts of light stabbing the sky in search of enemy aircraft. Courtesy of the Navy Art Center. See story Page 20.

Back cover: Lava from Sicily's Mount Etna scorches the landscape outside the small town of Zafferana Etnea. U.S. seapower forces assisted in efforts to divert Etna's fury from populated areas. Photo by JO2 Laurie Beers. See story Page 37.



Want to get out early?

Sailors with an end of active obligated service (EAOS) date of Dec. 29, 1992, or earlier have the opportunity to request an early separation. Commanding officers now have the authority to approve early outs for sailors under their command up to 90 days prior to their EAOS.

Early separation under the FY92 90-day early separation program is strictly voluntary, and no separation incentives are offered to those who request separation. COs will consider each sailor's request on a case-by-case basis, considering the impact on unit readiness.

The 90-day early separation program is one of several personnel policy changes announced in NavOp 006/92. The Navy is committed to meeting end-strength reductions without involuntary separations while reducing end-strength from 571,134 to 551,400 this fiscal year.

From the charthouse

Details and eligibility requirements are contained in NavAdmin 030/92.

Voting help a phone call away

The Federal Voting Assistance Program (FVAP) offers recorded telephone messages from candidates running for president, U.S. Senate, the House of Representatives and governor.

In the automated messages candidates address many issues citizens are concerned with such as health care, taxes, education, the economy, etc.

Since 1988, the Non Commissioned Officers Association (NCOA) has supported the information centers and provides operator assistance to answer any questions not handled by the automated system. Callers may also leave a message for elected officials and give their opinion on issues or legislation under consideration.

In addition, if you call and find your elected offi-

cial has not participated, you may leave a message requesting him or her to do so. Your recorded message will be forwarded directly to the official.

Become an informed voter. Telephone Autovon 223-6500 or commercial (703) 693-6500.

You can write and shoot for loot

The U.S. Naval Institute will award cash prizes of \$1,000, \$750 and \$500 to the authors of the top three essays in its Fifth Annual International Navies Essay Contest.

Essays should cover strategic, geographic and cultural influences on individual or regional navies, their commitments and capabilities and relationships with other navies.

Authors of all nationalities are invited to enter. Entries must be received at the Naval Institute on or before Aug. 1.

The Naval Institute is also sponsoring an International Navies Photo Contest.

Photographers, amateur and professional, are invited to enter. The

Naval Institute will award cash prizes of \$100 each to the photographers of the top three entries. All entries must be received on or before Aug. 1.

For complete contest rules contact Jaci Day at (410) 268-6110, ext. 247.


Reimbursement OK for DoD volunteers

The FY92 National Defense Authorization Act included authorization to use appropriated or non-appropriated funds to reimburse incidental expenses incurred by people volunteering as ombudsmen or Family Services Center (FSC) volunteers.

Commanding officers are strongly encouraged to reimburse them under the following conditions:

- Child care — reimbursement is not to exceed the rate of the local Navy child development center. Reimbursement of child care expenses for ombudsmen does not change established child development center usage priorities.
- Mileage — reimbursement for mileage is at the government privately owned vehicle (POV) rate. Mileage should be documented to file a claim.
- Parking and tolls — reimbursable upon presentation of receipts.
- Telephone — toll calls not covered by command





Sexual harassment — not in our Navy

Sexual harassment is wrong; most Navy people know that. The Navy's official policy on sexual harassment has been in place for years, and education and training to prevent sexual harassment in the Navy goes back to the early 1980s. Still, some people fail to get the message. Navy leaders recently took action to ensure those people either get on board or face discharge from the Navy.

Reaffirming the Navy's zero-tolerance policy regarding sexual harassment, the Secretary of the Navy and Chief of Naval Operations directed that, beginning March 1, 1992, sailors and Marines will be processed for administrative separation on the first substantiated incident of sexual harassment involving any of the following circumstances:

- Threats or attempts to influence another's career or job for sexual favors
- Rewards in exchange for sexual favors
- Physical contact of a sexual nature which, if charged as a violation of the Uniform Code of Military Justice, could result in punitive discharge.

Administrative separation also will be considered for those who repeatedly commit less aggravated acts of sexual harassment.

All hands' responsibilities include the following:

- Know and understand the definition of sexual harassment, including more serious ("aggravated") forms as defined above and the less serious and most common forms of unwanted sexual teasing, jokes, remarks and gestures.

- Know the Navy's policy on sexual harassment.
- Know what to do if you are sexually harassed. First discuss the offensive behavior with the harasser and ask him or her to stop.

- If not practical or effective, report the incident(s). Where to go for assistance:

- Your supervisor
- Equal Opportunity Program Specialists (assigned to larger staffs and carriers)
- Naval Legal Services Offices
- Navy Inspector General Hotline, toll-free 1-800-522-3451, DSN 288-6743 or (202) 433-6743.

Sources of Navy policy include:

- OpNavInst 5300.9 (Navy Policy on Sexual Harassment).
- SecNavInst 5300.26A (Department of Navy Policy on Sexual Harassment).
- OpNavInst 5354.1C (Navy Equal Opportunity Manual), Section IV, "Prevention of Sexual Harassment" and Section V, "Navy Grievance Procedures."
- NavOp 004/92 and NavAdmin 025/92.

Remember . . .

- Honest communication can go a long way toward reducing offensive behavior.

- Not every remark, joke or gesture constitutes sexual harassment.

- Informal counseling will sometimes be enough.
- Mutual respect for all people — regardless of gender, race or rank — is the bottom line.

But if you don't get the message . . .

- If you commit one serious incident (as defined above), or

- If you repeatedly commit less serious incidents and

- If the incident(s) of sexual harassment are substantiated;

- You will be processed for separation.

Just don't do it.

telephone credit cards may be reimbursed upon presentation of receipts.

Reimbursement should be budgeted for and available on an equitable basis for all ombudsmen and FSC volunteers. Also, approval by the CO is

required. For more information refer to OpNavInst 1750.1C.

CHAMPUS requires FDA drug approval

For CHAMPUS to cost-share prescription drugs

and medicines, they must be approved for use by the Food and Drug Administration (FDA). The only exceptions to this rule are drugs which were "grandfathered" by the Federal Food, Drug and Cosmetic Act of 1938. These drugs,

such as insulin and penicillin, may be covered under CHAMPUS as if they were FDA-approved.



Quality, not quantity

TQL master trainers at the training pyramid apex

Story by JO1(AW) Linda Willoughby

In February, the first of three waves of Total Quality Leadership (TQL) master trainers graduated from an 18-week program conducted in Pensacola, Fla., and in April they began their important work — taking the first step in training the fleet in TQL.

After graduation, these master trainers pass their knowledge on to command TQL coordinators from bases all over the United States, who then pass the word down the TQL training pyramid by going back to their assigned commands to train division and department coordinators.

When Secretary of the Navy H. Lawrence Garrett III gave the Department of the Navy's (DoN) Executive Steering Group (ESG) guidance on TQL, he said, "The most important action you can take now is to begin education in quality. As [Kaoru] Ishikawa said in 1986, 'Quality control begins with education and ends with education.'"

Subsequently, Undersecretary of the Navy J. Daniel Howard, chairman of the ESG, a committee consisting of approximately 30 of the Navy's top civilian and military leaders chosen to lead this transformation throughout the Navy and

Marine Corps, made education and training the first step toward TQL becoming a reality in the Navy.

CDR Monty Drake, a recent master trainer graduate from Pensacola, came to the course after commanding USS *Pegasus* (PHM 1).

"I came into this position with the credentials of a TQI, which stands for total quality idiot," said Drake. "I knew how to spell TQL, and I had seen some of the messages that had been put out by the CNO and the undersecretary indicating this was the way the Navy was going to change its future.

"I had looked at it with some skepticism, so I came [here] to become a master trainer with a 'wait-and-see' type of attitude. Now I would say the skepticism is all gone. With the shrinking resources, budget, manpower and so forth, we are going to have to change the way we do business. I'm a convert."

Commenting on his future assignment training command TQL coordinators, Drake said, "I'm sure there will be people who will come [into my] classroom as skeptical [as I was], if not even more so than I."

Drake added that the master trainer's main goal is to take the people with the knowledge, power and the leadership to make a cultural transformation and educate them on the principles of TQL. The ultimate goal is that they will take this information and pass it on to the rest of the Navy. "Our real goal is to

Dr. W. Edwards Deming, the pioneer of TQL, believes that communication is the key to quality management. "It doesn't matter how you say it, it's what you say."



Photo by Brenda Welch

Joyce Silberstang, a personnel psychologist with the Navy's Quality Support Center in Washington, D.C., conducts a master trainer class in Pensacola, Fla.

teach ourselves out of a job," said Drake.

Another master trainer, Charles Gregory, could be considered an old hand at this new system of management. As a member of the TQM (Total Quality Management) team at Pensacola's Naval Aviation Depot, he helped train approximately 3,200 people through a series of two-day TQM introduction courses by 1988. "TQM gives each command, each leader, the opportunity to implement a quality leadership style that says we will concentrate on our processes," he said. "It is not the individual that buys a \$500 hammer, it's the process."

Gregory explained that all processes basically have five inputs: environment, manpower, methods, material and machines. Part of the basic TQM philosophy states that if a person receives better training, first-class materials and attention to how the process works, variation in the output is decreased, leading to greater productivity. As the person's productivity goes up, explains Gre-

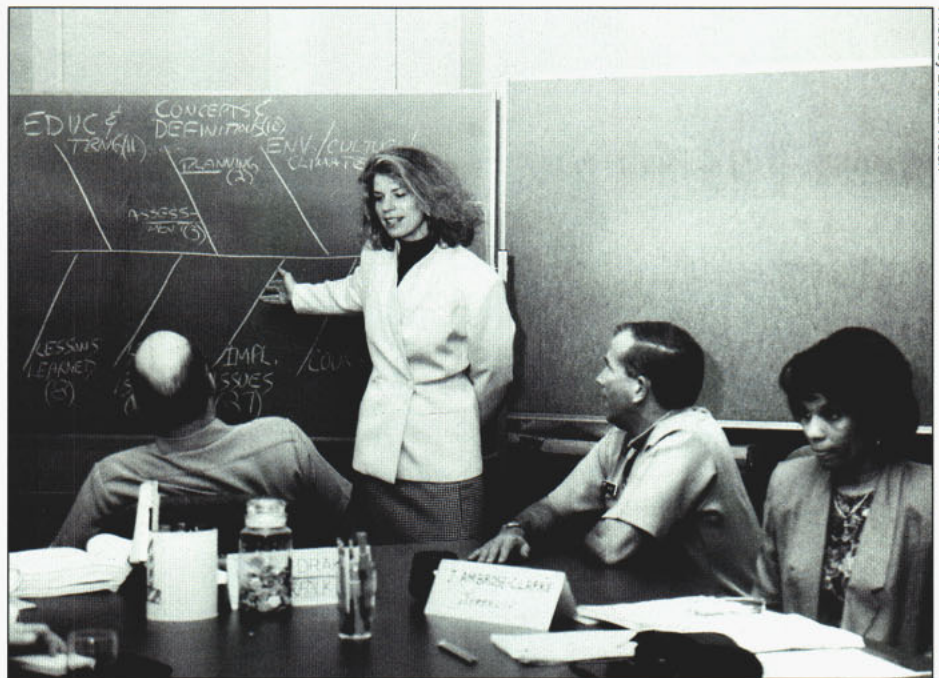


Photo by Brenda Welch

ganizing TQM education and training. "There are more than 1 million people in the DoN," he pointed out. "To change a mind-set, about 15 percent of them must be influenced before affecting any kind of change. For the Navy this would amount to about 150,000 people.

"You need to implement a plan of attack and [carry it out] from the top down," he added. "If the hierarchy, the so-called boss or commanding officer, doesn't embrace it, it's probably not going to have much of an effect. So there is a big investment of time here."

mand or organization. The object of the training is to show people how to use this information, the sequence in which the information should be put out, prerequisites needed for implementation and how to put it all into action.

CNET personnel are putting together a curriculum of TQM training to be taught throughout the Navy in various pipeline training programs such as the Navy Leader Development Program, the Senior Enlisted Academy and ROTC.

Another method of training from the top down is through a Senior Leaders Seminar attended by flag officers, commanding officers, executive officers and senior executive service personnel. This training is currently underway in Washington, D.C., and Little Creek, Va., with additional courses to be added later in Coronado, Calif.

Fetterman summed up how Navy personnel may be looking at their command in the future when he said, "After all, [TQM] makes everybody a stockholder in their command. Everybody is sharing, and we all want to be a stockholder. We all want to benefit, and [TQM] does that for you." □

Willoughby is a staff writer for All Hands.

"[Government's] transformation will be a change of state, metamorphosis, not mere patchwork on the present system of management."

— Dr. W. Edwards Deming

gory, so does his or her effectiveness because he or she can accomplish more.

Chief of Naval Education and Training (CNET) VADM John H. Fetterman Jr. is responsible for or-

According to CAPT Barbara Stankowski, CNET's special assistant for TQM, master trainer schools will provide a training and education resource for leaders who want to implement TQM into their com-

Change as a way of life

New designation, crew members and homeport prove frigate's flexibility

Story and photos by JO1 Steve Orr

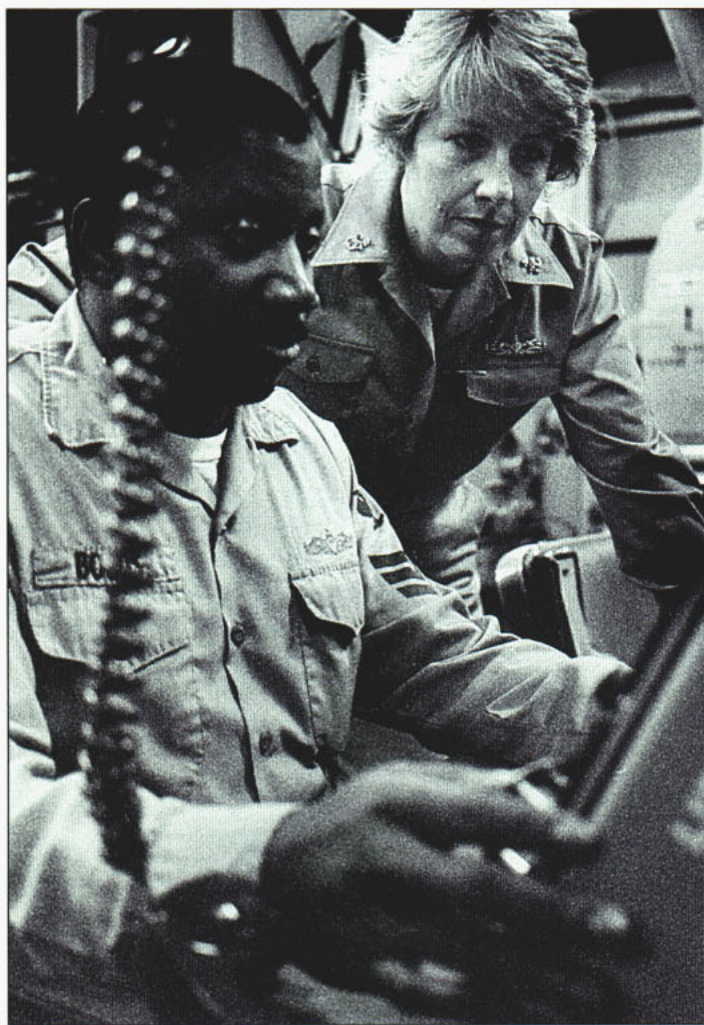
For the crew of USS *Ainsworth* (FFT 1090), flexibility is an ongoing way of life. In a matter of months, the ship was redesignated a training frigate (FFT), then became one of the first in her class to embark women as part of her permanent crew.

Now the crew of *Ainsworth* is gearing up for another big change. This summer, the frigate expects to trade the familiar view of Naval Base Norfolk's piers for the Statue of Liberty and the famous Manhattan skyline.

The homeport move is just another of the many challenges *Ainsworth* and her crew met in recent months. *Ainsworth* entered the Naval Reserve Fleet in October 1990 as one of eight *Knox*-class frigates designated as an FFT at the end of 1991.

CDR Patrick Denny, *Ainsworth* commanding officer, said his ship and other frigates were selected as training platforms for Naval Reserve forces as part of the Navy's post-Cold War readiness strategy.

"The concept of the training frigate is to establish a core of eight ships whose mission is to maintain



OSCS(SW) Mary Prise, shown with OS1(SW) Anthony Bolds, brings her expertise to *Ainsworth*'s combat information center.

the readiness of reserve crews for the 40 *Knox*-class ships scheduled to be mothballed," he explained. "If the need arises to reactivate those decommissioned frigates, the crews we train would be used to man them."

The wartime role of a *Knox*-class frigate is to protect shipping. Denny is quick to point out that since *Ainsworth* is designated a training ship, she is no longer considered a combatant. However, like active-duty combatants, *Ainsworth* is still responsible for maintaining a high state of readiness. "We still have a full inspection cycle," Denny said. "Propulsion exercises, supply management inspections — in that respect, we're just like any other ship."

And, although a training ship, *Ainsworth* still maintains a high-tempo schedule. "We do not deploy in the traditional sense," Denny said. "Typically our longest underway period is in conjunction with the two-week training periods of reservists. *Ainsworth*, just like the other seven FFTs, is responsible for training five reserve frigate crews.

"We have one primary reserve crew that trains every month. The remaining crews train on board one weekend a quarter. That means every quarter *Ainsworth* is underway five to six weekends.

"We're also required to take each of our reserve detachments to sea for



It's business as usual aboard *Ainsworth* for YNSN Elizabeth Morley, who is at home in an office, whether ashore or afloat.

their two weeks of annual reserve training," he continued. "If you add all that up, our total time at sea is comparable to that of any active-duty combatant."

Ainsworth's important role as a training platform is not lost on her commanding officer.

"We're in a very special position," Denny explained. "*Ainsworth* is at the forefront of this innovative concept of training reservists on board a totally new class of training frigate. The next 12 months will continue to be ones of transition. We're still working out all the bugs and still getting

the reservists properly trained — not just going through a paperwork shuffle. We're interested in giving them good, solid experience from the

"We're still working out all the bugs, and still getting the reservists properly trained — not just going through a paperwork shuffle. We're interested in giving them good, solid experience from the moment they step on board."

moment they step on board."

Reservists aren't the only sailors getting good experience after stepping aboard. After the transition to FFT, *Ainsworth* embarked women

as part of her permanent crew. "There was a lot of anticipation before the women reported on board," recalled Chief Personnelman David Gregory. "After they got here, we found out it was all very anticlimactic. There were a lot of built-up perceptions; as it turned out, there was really no difference.

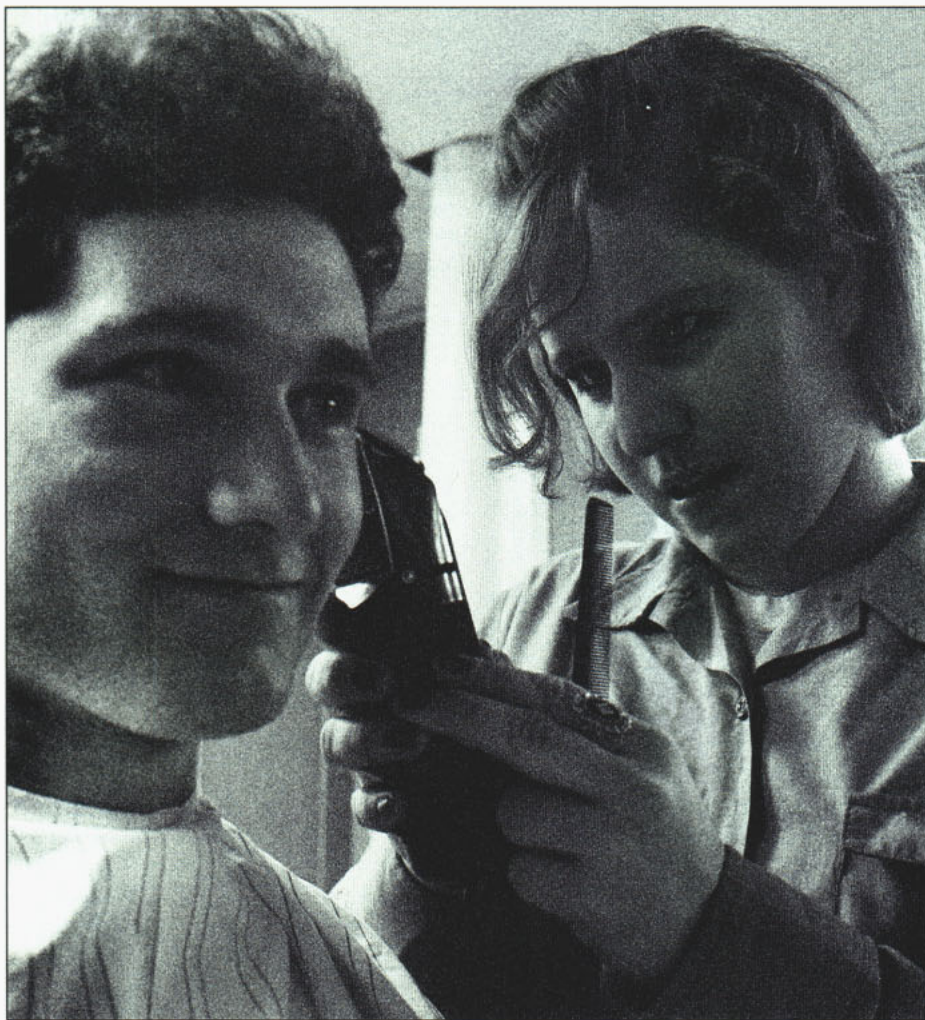
"The only modification to the ship was to change the designations from men's to women's heads. And we put the crew through two months of training in sexual harassment and its prevention.

"We're all *Ainsworth* sailors; the women just sleep in a different compartment," Gregory added. "The general feeling is, 'They're here, let's put them to work.'"

Ainsworth currently has billets for 12 enlisted women, E-6 and below; two chiefs and four officers. The junior enlisted women share a 12-rack berthing area, while chiefs and officers use staterooms nearby.

As the first woman chief petty officer to embark *Ainsworth*, Senior Chief Operations Specialist (SW) Mary Prise is familiar with adjusting to life on a coed ship. She works in the frigate's combat information center.

"For me, this transition was easier than when I first checked aboard the tender USS *Vulcan* (AR 5) in 1978," she said. "Women have been serving in these types of shipboard jobs for 14 years, and men are now used to seeing



Haircuts are a way of life in the Navy. ET2 Richard Hutson submits to SHSR Tina Helm's shears in the barber shop aboard *Ainsworth*.

women on the piers and on the ships."

Even so, Prise took some time to prepare herself and the junior females for the new environment of a frigate. "Before I was transferred, I came aboard *Ainsworth* about five times to visit the chief's mess," she said. "I wanted to get used to them and let them get used to me. It was awkward at first, but now we get along fine."

Getting along fine seems to be *Ainsworth's* forte. "Most of the women coming on board are pretty young, but they'll do well," continued Prise. "I talked to them before they came on board and explained to them what to expect. They're excited and they're working hard."

"I've learned a lot since I've been here," agreed Machinist's Mate Fire-

man Ronda Walker. "I was fortunate enough to spend three days at sea aboard the frigate USS *Moinester* (FFT 1097) before reporting to *Ainsworth*. I learned a bit about shipboard life on that trip. It prepared me for duty here, and helped me learn my way around the ship."

"The crew has impressed me," Walker said. "They've gone out of their way to help us with the transition. Many have told me they're ready to have women on board because they are tired of talking to just men."

"I have an OS3 who works for me, and this is her first ship," Prise said. "Like the other women on *Ainsworth*, her future is wide open."

Radioman 1st Class Bonnie Fay Archie, who works in communications, concurred. "Being here opens up my advancement opportunities," she said. "I'm learning more about my rate on *Ainsworth* than I did on my old tender. Because of the differ-

ent types of message traffic and the different circuits, the work is more in-depth."

"I volunteered for duty on *Ainsworth*," said Yeoman Seaman Elizabeth Ann Morley. "I'm excited about being one of the first women embarked on a frigate. It was an opportunity I couldn't pass up."

"The guys on the ship treat us as regular crew members. When we first came on board, a few of them weren't sure what to say or what to do," Morley continued. "Once they realized that we all had the same training, things relaxed a bit. We jumped into the work from day one."

"The junior women are adjusting to shipboard life with no problems," Archie said. "They are looking at it as an everyday job, working side-by-side with their male counterparts. The women are learning more about the Navy in general and gaining a new sense of discipline."

"From what I've seen to date on *Ainsworth*," Denny stated, "there is no difference between men and women sailors."

While the men and women of *Ainsworth* continue their adjustment to each other, the crew is preparing for the adjustment of living in New York. The scheduled move to a new homeport is a source of concern and anxious anticipation. It's also a subject *Ainsworth's* crew has been addressing for several months.

"We had to keep in mind the concerns of two different groups," Denny said. "On one hand, we had the concerns of the single members of the crew. On the other, we had to deal with the concerns of our married sailors."

Although information about New York's Staten Island and the surrounding communities has been presented to the anxious crew, it was a mid-February 1992 visit to *Ainsworth's* new homeport that helped alleviate much of the crew's appre-

hension. Many of the crew's families made the trek to Staten Island to see the area firsthand.

Naval Station Staten Island and its family service center put together a package of briefings and tours to tell *Ainsworth's* crew members all about the base and the surrounding community. Spouses were able to see what housing was like, and school officials briefed families on local school systems.

"Most of us had no idea what it was like in New York until we got up there," said Gregory. "The [United Service Organizations] treated us with red carpet service. Local civic groups were waiting on the pier when we arrived and treated the crew like kings."

"I thought the Staten Island area was packed pretty tight," Morley said. "The people were very friendly and excited. They went out of their way to do anything for us. There was a lot to see, and because we were in the military, we got a lot of benefits." Some of the benefits included tickets to movies, Broadway shows and meals in New York City. "The single guys in the crew are real excited about the move," said Beringer. "Let's face it, we're going to be across the bridge from 'the city that never sleeps,' and they're pretty happy about that."

On the other hand, Beringer admitted that married members of the crew were viewing the move with more anxiety. "It will be a faster-paced lifestyle," he conceded. "Still, there's always apprehension when it comes to uprooting your family and moving to a new area, whether it's New York or Mayport [Fla.]. Our visit to Staten Island allayed a lot of fears."

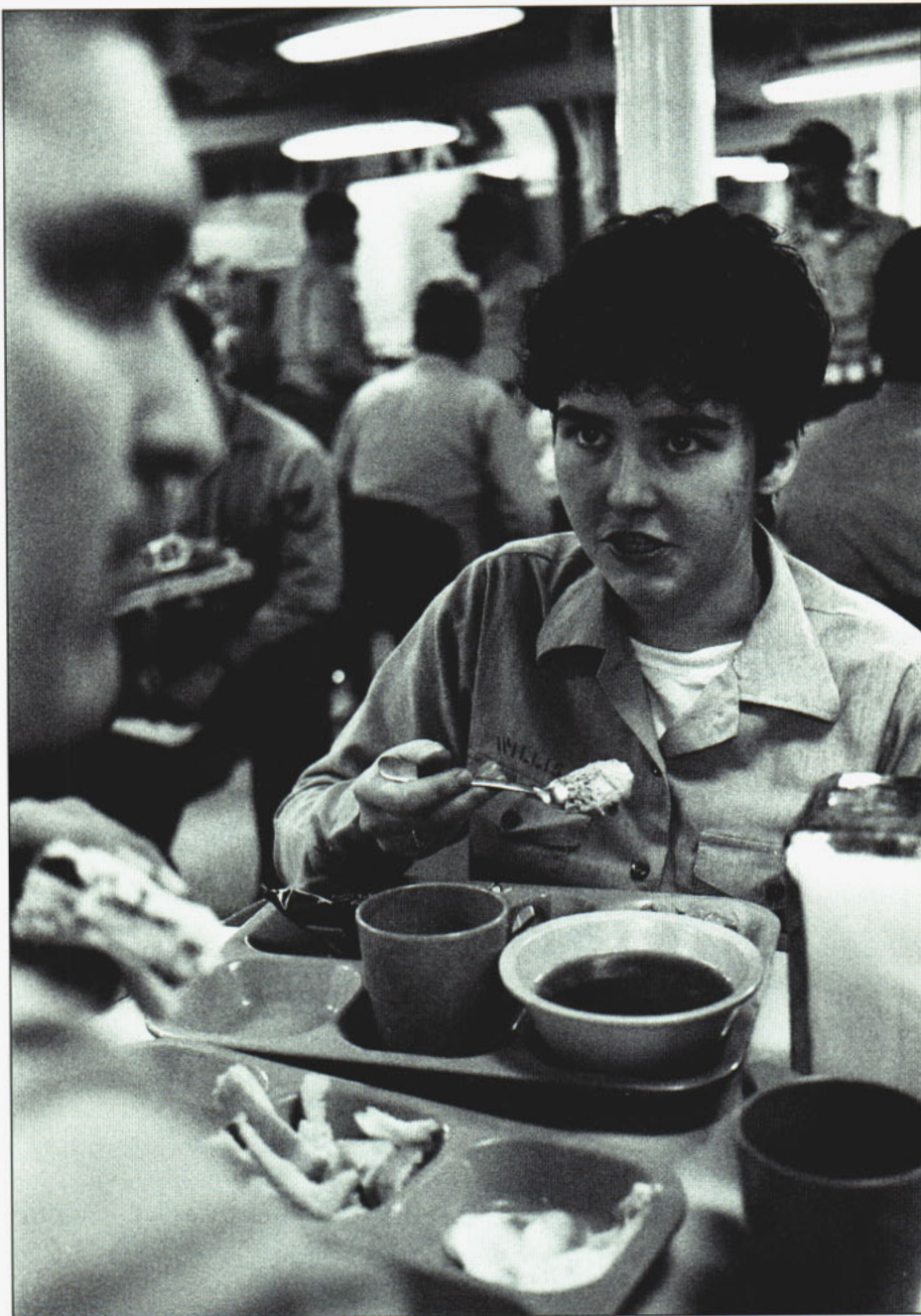
Even so, some *Ainsworth* crew members plan to keep their families

in the Norfolk area. "Those families won't be forgotten," said Master Chief Electrician's Mate (SW) Ken Hilton, *Ainsworth's* command master chief. "We will have two sets of ombudsmen, one set in Norfolk and the other in Staten Island."

For those who make the move, the future promises adventure and the opportunity to again be part of something fresh and new. "Not every-

thing on the naval station was even in place during our visit," said Gregory. "The base was still under construction. Some things are either on the drawing board or still being built. *Ainsworth* is one of the first ships to be stationed in Staten Island. Like someone said during our visit, that makes us pioneers." □

Orr is assigned to NIRA, Det. 4, Norfolk.



Right: Lunch break affords OS3 Tori Willis an opportunity to discuss working party procedures with her supervisor.

Getting involved

NRD Cleveland sailors help students Sail-on

Story by JO1 Sue Palumbo

Describe a classroom where students stand up straight and tall when a teacher enters the room, where classmates help each other with assignments and describe the day's lesson as "difficult, but fun," and almost everyone — teachers and students alike — will think you're fantasizing. But that is exactly what happens during Project *Sail-on* at West Tech High School in Cleveland — a Navy Recruiting District (NRD) Cleveland program aimed at encouraging high-risk ninth-graders to stay in school.

"What we hope to accomplish is to get the students interested in learning by showing them how the subjects relate to what goes on in the real world," said Sparky Adams, NRD's education specialist. "We used Navy methods and related Navy experiences in areas like leadership, teamwork, values, study habits and goal-setting. The emphasis was on personalizing our experiences for the students while keeping the classroom atmosphere fun, fresh and non-threatening."

The project began as a result of a conversation between NRD Cleveland's Commanding Officer CDR Edward J. Welsh III and West Tech's principal Bobby McDowell concerning the growing number of students who failed to complete their high school education. According to McDowell, of the 600 students who begin their freshman year at West Tech, only about 250 graduate. The majority of dropouts never make it to

sophomore registration. McDowell asked Welsh what the Navy could do to help spark some interest among his freshmen to complete high school.

"We wanted to provide role models and show them the value of education," Welsh said. "It is not a recruiting effort. We're doing it because we are part of this community and we care what happens to the young people who live here."

Adams divided the initial 10-week project into seven challenges where students were presented with naval problems. Navy instructors then taught how to solve them, using skills the students already possessed. Some of the challenges included finding a hidden submarine and avoiding a mine field using math, learning basic first aid, working as a team to solve a problem such as fighting a fire and the importance of listening and other related communication skills. Each class was taught by two senior sailors and Adams, with West Tech teachers Barbara Williams and John Kasper.

To heighten interest and help the students develop self-confidence, the two participating classes were divided into teams. Points were awarded to the team which completed the challenge correctly and quickly.

"I was surprised at how well the concepts worked," admitted Kasper. "When Mr. McDowell first told me about the program I was a little leery about turning my classroom over to people who had no idea of what these kids are about or how to reach them. Not only did Sparky know where these kids were, [he also knew] how to get to them. The students are more of a team now — a unit. You can see it by the way they treat each other, the instructors and us. There is respect there."

Navy instructors used more than books and blackboards to get their point across. Corpsmen were called in to teach first aid. Using portable triage kits, they demonstrated techniques to combat shock, stop bleeding and apply a bandage or splint. Teams were divided into victims and lifesavers and timed on how quickly they could apply a bandage or splint.

"I liked the first aid part because I felt like I learned something important," said Angel Elliot, age 14. "I learned something that might really help somebody some day."



Photo by HMC Robert Sokolovich

Cora Harden and Baisha Glenn struggle to patch a leaky pipe.



Photo by JOT Sue Palumbo

LT John Ward explains a complicated radar system in laymen's terms to Jervon Bland.

project with USS *Nashville* (LPD 13), on deployment to the Gulf.

"The Navy has opened a window to a world these kids have never seen," said Renee Lindsley, West Tech's *Sail-on* liaison and a school counselor. "These kids have a whole suitcase of problems before they even get off the bus. Some haven't eaten; some had to look through a pile of clothes just to find something they wouldn't be embarrassed to go to school in. They don't trust anyone because they don't think anybody gives a damn. Wally (Operations Specialist 2nd Class Walter Alflen, a Navy recruiter) is one of the most well-known people at this school — not because [the students] want to join the Navy, but because he cares enough to listen. The idea that all of these people from the outside care to spend some time with them has just blown these kids away."

There is little doubt that *Sail-on* is having a direct impact on the students involved. Williams said she had perfect attendance several times on *Sail-on* days — something that is normally unheard of. According to school records, grades have also improved. Williams and the other West Tech educators are hoping that other organizations will take their cue from the Navy and sponsor similar programs.

"It wouldn't be so hard for companies to do the same things the Navy has done," Williams said. "All it takes is for someone to encourage these kids and to get involved. When they see that other people feel for them, they feel too. That's success."

Sail-on has affected more than just the students in the classroom. Local media coverage benefited the entire school after local television stations accompanied the class on some of the field trips.

"This is the first time they've seen something positive about their school in the news," Alflen said. "Usually it's all negative — gang fights or something. But now they're starting to feel better about themselves. Their school spirit is stronger; it's more evident."

But in Welsh's eyes, the real indicator of the program's success will be how many return to class next year. Adams has already prepared several other classes, including a field trip to the Cleveland Reserve Center's shipboard simulator.

"We're still involved," Welsh said. "In addition to the other classes, we plan on doing a call out to all the students over the summer to get them back into class. Everyone involved with these kids has taken them to heart. Hopefully, they'll walk away with the idea that you don't have to be the biggest or the baddest to be the best." □

Palumbo was assigned to Navy Recruiting District Cleveland. She is currently assigned to the public affairs office, USS Forrestal (AVT 59).

Demonstrations and field trips played a key role in keeping the interest level high. Multiplication and division seemed dull until sailors applied it to converting a recipe for omelets, which the students got to sample. Students realized that listening to instructions played a critical role in completing each challenge.

In the segment titled "Plug her up, or sink and swim," the class learned how to patch a leaky pipe while dressed in Navy foul-weather gear. Volunteers entered the Navy Reserve Center's wet trainer, where water spewed from the leaking pipe. As teammates giggled and shouted encouragement to the volunteers, the Navy's catch phrase "attention to detail" took on new meaning. One by one, students donned oxygen breathing apparatuses and conducted a pipe-patching relay race.

"I think I learned the most about working as a team with other people," said Amy McCray, age 14. "We got more things accomplished when we all cooperated instead of arguing."

Although Adams ensured that each class followed a carefully prepared curriculum designed to teach a specific skill, there were additional activities which focused on self-confidence and personal pride. Operating on the premise that a positive environment breeds positive thinking, the students and Navy volunteers took on the project to paint the classroom. Another activity called for the students to participate in a pen pal

On the button

The crackerjacks' history isn't just a sea story

Story by JO1(SW) Joe Bartlett

Concern has echoed throughout the male ranks of the fleet. It's not concern for their pay they voice, nor complaints of the demanding work load they endure. These guardians of the seas feel threatened by a rumored change in Navy policy — a change that would strike them "below the belt." It's a change of enormous consequence to these members of a Navy associated with hundreds of years of tradition, symbolism and legend. This is a fearful removal of the one thing that supports these seamen and petty officers in their daily mission as members of the world's finest Navy.

These men in blue vocalize distress over the button shortage. Not just any button, mind you — the Navy button. That small, black, anchor-imprinted jewel which, along with 12 of its cousins, comprise the only means used to anchor the lower half of the world's most widely-recognized uniform, the "crackerjacks." This shortage can only mean one thing, according to rumor control — there is a move afoot to install zippers.

Gad! Why all this brouhaha over a button? To a "landlubber" this may appear trivial, but these "salts" depend on this opaque fastener to display a uniform that today contains countless symbols of tradition and American naval history. If the zipper lobby in Washington is successful, it will strip thousands of seamen and petty officers of one of the most priceless articles of Navy lore. This must stop!

Think of what this could do to the American button industry, not to mention those associated with the button — button-holers, button artists, button tailors, etc. — and not to mention Aunt Ruth's button box that's already overflowing with these outdated closure devices. Yes, Navy buttons have held the fleet together for nearly two centuries, while promoting jobs and the economy. And after the button, what goes next? Just look back at what happened before the button to see what an instrumental affect it's had on U.S. maritime security.

In 1817, after 42 years of confusion over enlisted men's attire, the War Department finally dared to enforce a uniform regulation for its rag-clad naval force, demanding that enlisted men wear "blue jackets and trousers, red vest with yellow buttons and a black hat." The War Department neglected to mention shoes, and a largely barefoot and blister-filled enlisted force patrolled the world's oceans until the grandfather of crackerjacks was named the official uniform in 1864.





Opposite page: The Navy uniform first outlined in 1864 included "blue jackets and trousers, red vest with yellow buttons and a black hat." However, the War Department forgot about shoes. Above: By 1901, the "grandfather" of the crackerjacks much resembled today's version after piping was standardized on its 1866 predecessor (above right).

This uniform is considered the world's most recognized as a symbol of America's strength, good will and dedication to freedom, according to Marine Corps Col. Robert H. Rankin in his book *Uniforms of the Sea Services*. This popularity has raised questions over the years as to the origins of the crackerjack's design. Many interpretations of each facet of this uniform have been rendered by salts over the years. The buttons are probably the most talked about and revered aspect of naval garb for the past five or six wars.

Buttons swiftly replaced the previous trouser's string tie, apparently after years of barefoot sailors hanging themselves — or their friends — in frustration after trying to keep their pants up. Then, in 1864, crackerjack trousers were designed with a "broadfall," or flap, held in place by seven of these easily replaced fasteners. After a slight length increase of the broadfall in 1894 — possibly linked to the average sailor's weight — six buttons were added for symmetrical design and to prevent an unwanted unveiling of the wearer.

Members of the Navy since 1894 have capitalized on numerous explanations for the coincidental number of



buttons on the broadfall, the only publishable one being that they represent the original 13 colonies of America defended so efficiently by the Continental Navy. This romantic notion is widely accepted by seagoers, and rebuttal may be swiftly greeted by either heated debate or a knuckle sandwich. The best yarn spinners strengthen their case by pointing out that uniform designers hid the 14th button (known as the stealth button) behind the broadfall so the button-colony connection would still be supported — not to mention their trousers.

Ah, but frustration still ran throughout the now-buttoned-up fleet, as buttons couldn't do the whole job, apparently. So, in memory of those valiant barefoot mariners who had hung themselves two paragraphs ago, a string tie was added in the back. This would effectively cinch the wearer's waist inside a woolen vise, while enhancing physical flexibility and coordination as sailors attempted tightening this shoe-like rearward device without tying their hands behind their backs. Now, really, how can you spin a yarn about a zipper?

Button lore is only one aspect of Navy uniform mystique. The mystery of the bell-bottom trousers is explained by Rankin as merely a design used by Navy tailors in the 1800s to set Navy attire apart from civilian styles prior to introduction of actual uniform regulations. These tailors unknowingly provided a great service with this design, which mariners claim was invented to keep the trousers' legs dry after they were rolled up above the knees during shipboard duties.

A great safety element emerged when it was discovered a water-soaked sailor who happened to find himself no longer aboard could easily remove the 20 to 30 pounds of saturated wool without removing his now-

standard shoes, which he would desperately need to protect his feet if he avoided becoming shark bait and made landfall.

The three strands of pristine piping around the cuffs and collar of the uniform's top, or jumper, were added in 1866 as the first clear designation of an enlisted man's rank. Until then, piping was used to break up the color of the uniform, along with stars and other assorted accoutrements. When an 1841 regulation instituted an eagle atop an anchor to designate petty officers, the piping custom continued until the Navy decided to let it add to rank designations. Three strands represented petty officers and senior seamen, and two for second class seamen and firemen. A single strand was used to identify a seaman or fireman third class or coal-heaver (not a very popular rating). The three strands were retained by the Navy when the display of rank went to the upper left arm.

Today the most imaginative of sailors can describe this piping as representative of the three major victories of either John Paul Jones or Commodore Oliver Hazard Perry, depending on which sea dog you happen to ask.

Now, I'm sure you've heard that the black neckerchief is a symbol of mourning for Admiral Lord Nelson, Britain's greatest admiral who died at Trafalgar after defeating the French and Spanish fleets in 1805. Good story, but neckerchiefs were around long before Nelson as a bandanna to guard against the scorching sun at sea. The silk neckerchief, with Navy-issue square knot, crept into the uniform as early as 1817.

Even today, many sailors use a coin placed in the center of the square cloth to keep its shape rounded as they meticulously roll it prior to tying. The use of this coin has generated a mystical tale stemming from the ancient Roman practice of placing a coin beneath the masts during shipbuilding. This coin would buy Roman sailors passage from the mythological "ferryman" across the river Styx, between the world of the living and the dead, in case they perished at sea. Referencing this fable, a few salts remark that they're prepared to pay the price, patting the backs of their necks where their toll is snugly hidden.

The one aspect of the crackerjacks that has not been dashed as a yarn is the collar flap. The collar of the jumper was extended to a nine-inch flap in the late 1800s, replacing the previous wide collar to which a flap was fastened by, guess what? — buttons.

This signifies a tradition held over from the days of tall ships, before the Navy employed haircut regulations. Linehandlers would pull their hair back in ponytail fashion and then apply a tarry substance to prevent any strands from flying loose and becoming entangled or ripped out during the complicated and dangerous



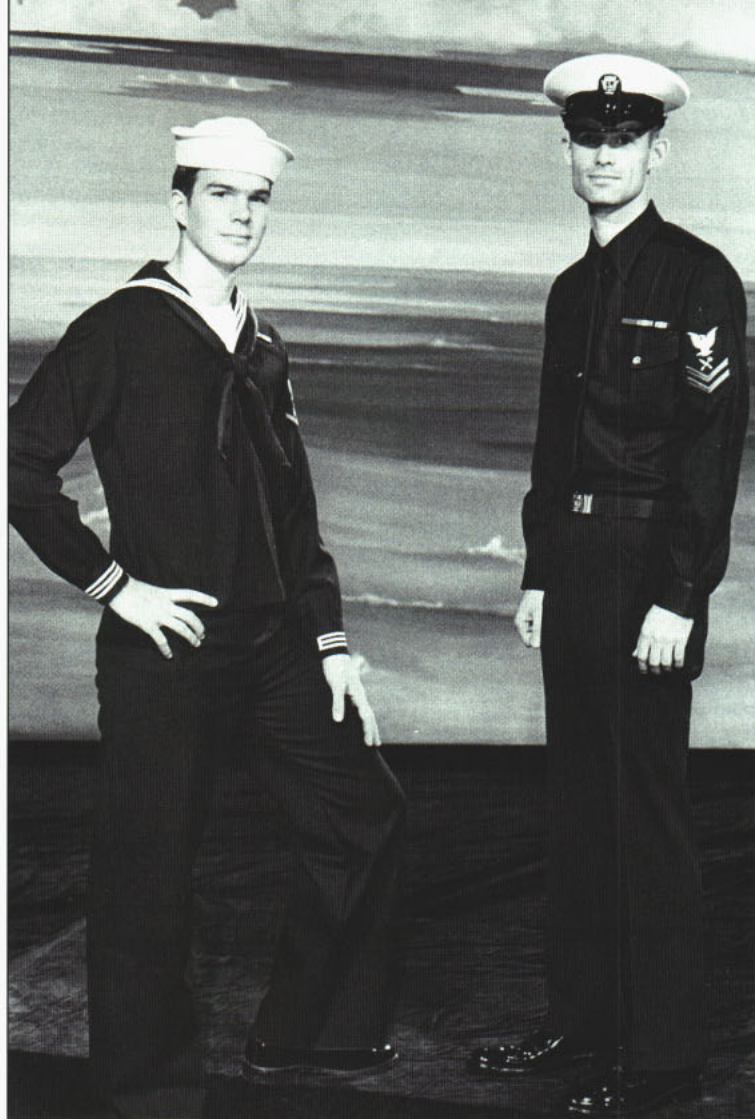
Above: The crackerjacks remained unchanged through World War II, except for a variety of hat designs that evolved into the "dixie cup," and positioning of rank insignia from either right or left arms — depending on your rating — as shown here in a 1944 photo. **Opposite page:** After a seven-year struggle with the combination cap and double-breasted blues, the one distinctly nautical uniform (left) returned in 1979.

linehandling maneuvers that kept their ship at full sail. The flap would attach to the collar, thus keeping the mass of tar and hair away from the sailor's uniform. It also protected his girlfriend's furniture by careful placement of the flap over the back of the couch or chair between hair and upholstery. When the flap became a permanent fixture on the collar, the neckerchief came in handy to keep the uniform, and the furniture, tar-free.

Finally, the dixie cup. No, King George or Harry did not wake up one day and issue an edict, "let all Navy enlisted men don a cap that can double as a royal frisbee." Though the gliding properties of a properly-rolled dixie cup startle even NASA scientists, this is not how the white hat evolved. In fact, the whole process was not at all entertaining — it makes too much sense.

Remember the "black hat" from the 1817 regulation? Well, stovepipe hats were pretty popular early on but tended to fall off a lot, not to mention the cracking and crunching they took when sailors tried to stow them. A smaller version with a full bill followed, but material for its production was expensive, and the bills tended to droop in warm climates. A thick blue visorless hat with an optional white cover, complete with a hat ribbon sporting unit identification was tried and later dropped for a straw hat, which didn't glide at all.

With all this cover confusion, the easiest way to make a hat was to use the most-available resource — sailcloth, or canvas. Canvas flat hats replaced the black, blue and



straw headgear and eventually were mass-produced and reinforced into today's form. Naval lore-ists focus on the white hat's bailing properties, but that dixie cup theory doesn't hold water unless it's during a dire emergency.

These few examples provide a glimpse of the many aspects of the traditions of the Navy, adding to the romance of the sea and a sailor's pride in his uniform and service. BM1(SW/AW/SS) Sal T. Dog (hey, that's with two g's, bub), a former coal-heaver aboard a prototype submarine that never quite made it into the fleet, has spun his share of these tales during his Navy career.

Dogg is well aware of the symbolic impact the crackerjacks have had all over the world. He remembers how the uniform still had magnetism even during and after the Vietnam War, a period of low regard for the military.

"That uniform has always been a great drawing card," Dogg yelped between sips of muddy coffee spiked with diesel fuel. He became more aware of the impact as a recruiter from 1979 to 1981, when the crackerjacks returned following a six-year absence.

While in that position he noticed how the slogan, "It's not just a job, It's an adventure," created the romantic image that drew thousands to recruiting offices in his

area. He also felt that the mystique created by the uniform was, and still is, a powerful recruiting tool.

Dogg regards the crackerjacks as the best uniform the Navy has had because of its convenience. The Navy, under Chief of Naval Operations (CNO) ADM Elmo R. Zumwalt Jr., changed its enlisted uniform design to a suit-and-tie look in the early '70s. This change was Zumwalt's idea to unite a fleet riddled with retention problems under the slogan "One Navy, one uniform."

After having to bear the expense of the change, Dogg and his shipmates found it extremely difficult to stow the uniforms aboard ship, much less tote the heavier seabag. Many sailors tried in vain to add the revamped uniforms to their already-stuffed shipboard lockers. The most inconvenient was the ill-fated combination cap. Not only did it perform poorly as a frisbee, its height just exceeded the depth of shipboard bunk lockers, causing a curious compression effect throughout the seagoing fleet. The crackerjacks were perfect for stowing in the cramped storage space provided each seafarer.

After years of lamenting from the now-dented enlisted ranks, CNO ADM Thomas B. Hayward recommended the return of the crackerjacks in 1979. This was part of his commitment to increase the attractiveness of a Navy career and promote "pride in professionalism." Thus followed the return to the crackerjacks, and a resurrection of much-missed Navy lore.

Sure, there are other facets of the Navy's uniforms that echo from storytellers — the history of officer uniforms, and of course, the evolution of the women's uniforms since the 1917 introduction of the Yeomanettes — but these were more or less modeled to reflect status, in the officers' case, or parallel women's civilian dress. None of these compare to the yarns spun throughout naval history about the crackerjacks — the one distinctly nautical uniform — and the buttons that keep them all together.

With the button brouhaha explained, and the secret tales of the Navy's best-recognized symbol exposed, maybe you'll feel moved and join the cause to avert this rumored transition to zippers. Warning: This priceless knowledge of Navy lore may cause you uncomfortable confrontation. Just smile when the yarn is spun, and the tradition will happily carry on.

A consoling thought for those nautical navigators who are frustrated with the time consumed by their 13 anchors . . . try replacing a zipper at sea. □

Editor's note: All Hands has it on good authority that there is in fact no zipper lobby, nor any effort being made to replace the crackerjack's traditional 13-button broadfall.

Bartlett is assistant editor All Hands.

Board of attire?

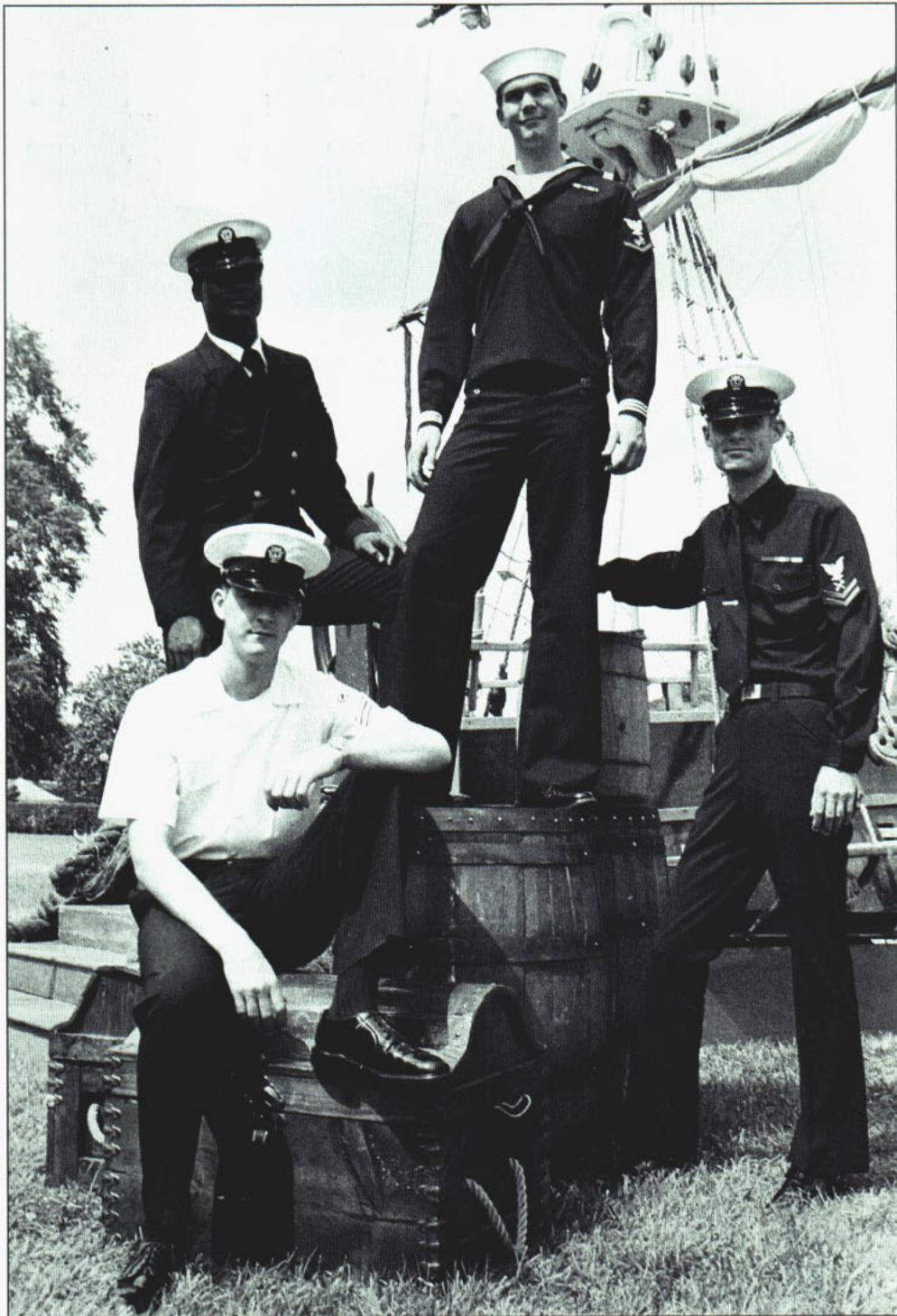
Your request can change Navy dress

Story by JO1 Chris Price

Navy uniforms, and the people who wear them, have long been a source of mystery and lore. It was the uniform that attracted Debra Winger to Richard Gere in "An Officer and a Gentleman." Sailors headed straight for the neighborhood health spa after seeing "Top Gun" actor Tom Cruise in form-fitted khakis, while Frank Sinatra in "On the Town" showed us that a sailor, groomed to Navy standards, can literally stop traffic — as they continue to do in some small towns.

But, movies rarely portray an officer chasing his cover across a median strip or a sailor using a coat hanger to retrieve a "white hat" from an open manhole. If, in the 1986 film "Top Gun," Tom Cruise were tasked to perform his role in a downpour wearing dress blues, no doubt he would have, "lost that lovin' feeling." You see, it was less than four years ago that the Navy first authorized male sailors to tote umbrellas while in uniform.

As the Navy "giveth" accessories, it can also "taketh away" other items. These decisions aren't arbitrary, they are the result of a sometimes painstaking process. Surprisingly, many of the changes to Navy uniforms come about through sailors' suggestions.

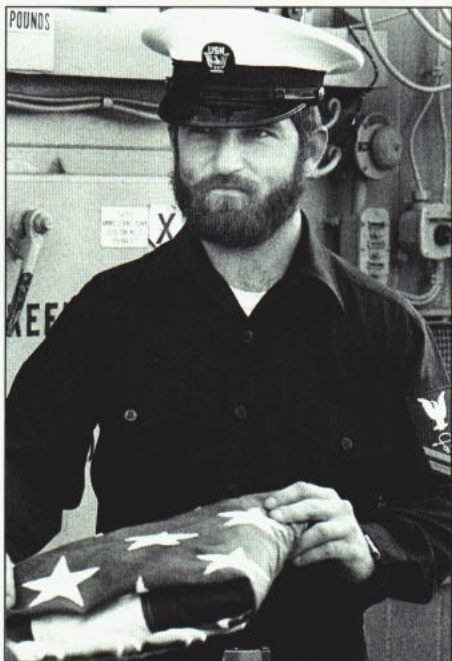


Every day, letters from the fleet are received by the Navy Uniform Matters Office (Pers 333), located in the Navy Annex in Arlington, Va. The office, adjacent to the office of the Master Chief Petty Officer of the Navy (MCPON), is responsible for writing the U.S. Navy Uniform Regulations (NavPers 15665).

Navy Uniform Matters personnel wade through suggestions, searching for ideas which are creative, cost-

effective and in keeping with the Navy's best interests and traditions. Once the suggestions prove to be valid, they are forwarded by point paper to the Uniform Board panel for consideration.

"Some inputs don't merit doing research, such as, 'I want to get rid of all uniforms' or 'I want to redesign all uniforms because I don't like the style or the color,'" said LCDR Mike Capponi, head of the Navy Uniform



U.S. Navy photo

Matters Office. "Those are not worthy of being put to the board. You have to give substantial input.

"The ideal way we'd like to see a complaint is in point paper format. It can be handwritten. The paper should include the problem, recommendations and a solution. And we'd like to have it come through the chain of command, with endorsements. To get a favorable look by the board — get many endorsements," Capponi said.

The Uniform Board includes four voting members who meet quarterly. The Deputy Chief of Naval Personnel serves as president, along with the Commander, Naval Supply Systems Command, who monitors costs and procurement of uniforms; Special Assistant, Women in the Navy (Pers-00W), who monitors changes affecting women; and the MCPON, the senior enlisted representative.

Special members are also invited, including flag and senior officers or senior enlisted personnel with substantial operational experience as directed by the CNO. Based on public outcry, the board can delve into issues from shades of pantyhose to tattoos on ear lobes — any issue relating to Navy uniform regulations.

The uniform board can address new or existing problems and make rec-



U.S. Navy photo

ommendations for improvements. Guided by the uniform goals and policies established by the Secretary of the Navy and the CNO, the board can recommend, approve or disapprove suggestions or delay action pending results of further research. The board will not convene if only a few fleet inputs are available that quarter.

After an idea is voted upon, the results go to the Chief of Naval Personnel for review, followed by the CNO for final approval.

Each suggester gets a written reply from Capponi's shop, whether or not the idea is passed to the board. In fact, the Navy Uniform Matters Office is the first and last reply on all suggestions. "We will make the first cut if we don't think [the idea] merits going to the board," he added. "First, the change must be cost-effective and well-received by the entire Navy."

Capponi uses the dungaree trousers or "bell-bottoms" as an example on how to submit valid input to the board. Because dungarees are mass-produced and not cut to size, some sailors don't get a perfect fit. To initiate a change in the uniform item, sailors should suggest "a better way to do it," Capponi said. "They can do a little research on their own. Perhaps they know of a company that makes pants."

Capponi said that most sailors know little about clothing textiles, and even less about the time it takes to implement a new item. A change may take up to eight years before it

Opposite page: Uniforms have gone through many changes just in the past 15 years. Combination caps, double-breasted suits and "salt and peppers" did not survive the cut after overwhelming fleet desire to return to the traditional "crackerjacks." Far left: Navy officials weathered a major storm over the issue of beards. Left: The women's summer uniforms of the 1970s never made it to the 1980s.

appears in your uniform shop. The Navy Clothing and Textile Research Facility in Natick, Mass., believes that a dress uniform becomes "worn out" through normal wear in about three years. Even before the Navy authorizes a new item for sale, it must deplete its existing stock of the old item. This can take up to three years. "Nothing happens immediately," Capponi said.

Changes in clothing "style" are even harder to implement, he added, because, what's in style today, is usually out of style tomorrow.

"You must have [an idea] that will be here from 'day one,' to 20 years later and still be relatively in style," he said. "As for redesigning the entire uniform line, the money is not there. The bottom line is cash — can we do this without breaking our backs."

Capponi adds that it's "getting harder to find suppliers." Right now, only one manufacturer provides corfam shoes to the military. A major dungaree manufacturer was asked to provide dungarees to the Navy but declined. "They've got a huge market — they didn't need the military market," Capponi said. Besides, he adds, there are certain guidelines set on how contracts are allotted.

Even with budget constraints, the board *has* economically attempted to keep up with styles and trends — generously responding to fleet input. Sailors still argue that even John Wayne's seabag didn't change this frequently, or this drastically.

It was 12 years ago when the board responded to the demand for more traditional uniforms — particularly, the jumper style "crackerjacks."



Left: In 1979, sailors reenlisted in double-breasted jackets and beards. **Opposite page:** By 1993, dress white jumpers will be a mandatory addition to both men's and women's seabags.

nally designated for shipboard sailors only.

Also, the stenciled name on dungaree shirts shifted to the left side of the garment to standardize name placement on Navy uniforms. Last year, navy-blue pullover sweaters — once reserved exclusively for the surface warfare community — were authorized for all personnel.

"We have expanded our uniforms to the point where we have too many options," Capponi said. "[Different] regional areas don't use the same stuff. I'm looking to review what we give out, make cuts and look at a sensible way to make the seabag more flexible."

Capponi's office collaborates with Navy Resale Services Support Office on ideas but has nothing to do with price setting. Navy Supply Systems is tasked to coordinate with contractors, where uniform prices are determined by design, cloth and sheer numbers required. Women's uniforms cost more than men's because the Navy buys fewer of them.

As for new items in the works, Capponi adds, "I could tell you about a lot of things we've got going, but they could get overridden at the CNO level. There *will* be some more things coming out on grooming standards."

For example, the Navy may address new faddish hairstyles some sailors may choose to wear.

"On board ships, [high and tight] have] been there forever," Capponi said. "For a woman, it's not a professional image. But women's hair is always a bad subject around here — how many barrettes? How many hair pins? What is, or is not, too long?"

"There's only one way to solve it," he said jokingly. "Everyone will have their hair cut above their shoulders — but that's not going to hap-

The 1973 decision to replace the traditional jumper and bell-bottom uniform with a coat-and-tie style was made with the sailor's interest in mind — affording a uniform which would be contemporary with modern times, Capponi said. There was much controversy over the decision, so then-CNO ADM James L. Holloway III, initiated a survey to determine the fleet's true feelings.

A scientific poll was conducted by the Navy Personnel Research and Development Center which sampled the opinions of more than 8,000 enlisted men at various stateside and overseas locations. The results showed more than 80 percent favored the bell-bottom style uniform. In addition, the unofficial poll conducted by *Navy Times* received more than 80,000 opinions that closely paralleled the official Navy survey. Therefore, in July 1977 the CNO approved the return of the jumper uniform. Issue to the fleet began in 1980.

According to Capponi, a return of the "salt and pepper" is often requested by some, but there's no major push for it from the entire fleet. The women's powder-blue nurse-type outfit will probably never return. "By the time a change

occurs," Capponi said, "somebody will want to go back the other way, and there is not enough money to do that."

Less than 10 years ago, the Uniform Board OK'd the idea of Navy women wearing two braids in their hair while in uniform — something Army women had been doing for years. Capponi said that presently on hold is a request from a female sailor asking permission to wear "corn rows" without beads. "We'll see what happens when it goes to the board," he said.

Summer jumpers and peacoats for women were added to their seabags. "Outside of the material, women like the [jumper] style," Capponi said. "They don't like [Certified Navy Twill] because if it's unlined and stretches, it becomes transparent. CNT was brought in as 'the sailor's helper' because it was home washable [and permanent press]."

Recently the Uniform Board responded to requests from women to create small-size rating badges, rather than requiring the male "jumbo" sizes.

Another change occurred in June 1988, when all sailors were required to wear Unit Identification Marks on their right shoulder — an item origi-

pen. We can control jewelry and tattoos, no problem. But when we start taking away things that they might have had while growing up, you're getting down-right personal."

Along with hairdos, Uniform Matters often wrestles with new ideas on men's and women's covers. And the battle continues.

As for beards, Capponi adds, "They'll never come back in any of the military [branches], unless it's some special assignment somewhere. And mustaches — we're lucky we have those. My mustache is very personal to me; I hate having it off. I've only had it off twice in the last 17 years."

In 1984, the CNO deemed beards a safety hazard and unprofessional in appearance. The Navy requested male sailors to "come clean" — except those with no-shaving chits from their doctors. Some commanders in the fleet, foreseeing the dim future of beards, required sailors to shave as early as three years prior to the mandatory regulation.

At the time, many sailors voiced complaints about, "that damn Uniform Board," that its decisions altered lifestyles, weakened mystique and diluted Navy tradition.

But what many sailors failed to realize, was that then-CNO ADM James D. Watkins — after receiving input from senior members in the fleet — implemented the "beardless Navy" through a directive, not a Uniform Board vote. In NavOp 152/84, dated December 1984, Watkins stated, "The image of a sharp-looking sailor in a crisp 'bell-bottom' uniform . . . portrays precisely the tough fighting Navy we are."

Watkins continued, "I have concluded it is both proper and timely to change our policy regarding beards and require all Navy men to be clean-shaven. . . . It will also provide increased personal safety for those who must, on short notice, be prepared to wear OBAs (oxygen breath-



U.S. Navy photo

ing apparatus), gas masks, oxygen masks and, in general, work in stressing environments."

The decision to eliminate beards was done in a unique manner — without convening the Uniform Board and without an open invitation for fleet input. But that route to change is the exception, not the rule.

Everyone is interested in Navy uniforms — the Navy, Hollywood and even the Air Force. The Air Force's new uniforms show many similarities to the Navy's.

"There's a [DoD] measure to drive all the services to look the same," Capponi said. "By buying all the same style, it's [supposed] to cut costs. It makes sense on paper, but tradition-wise, it won't happen. Certain things we need, they'll never need. You'll never standardize it. As

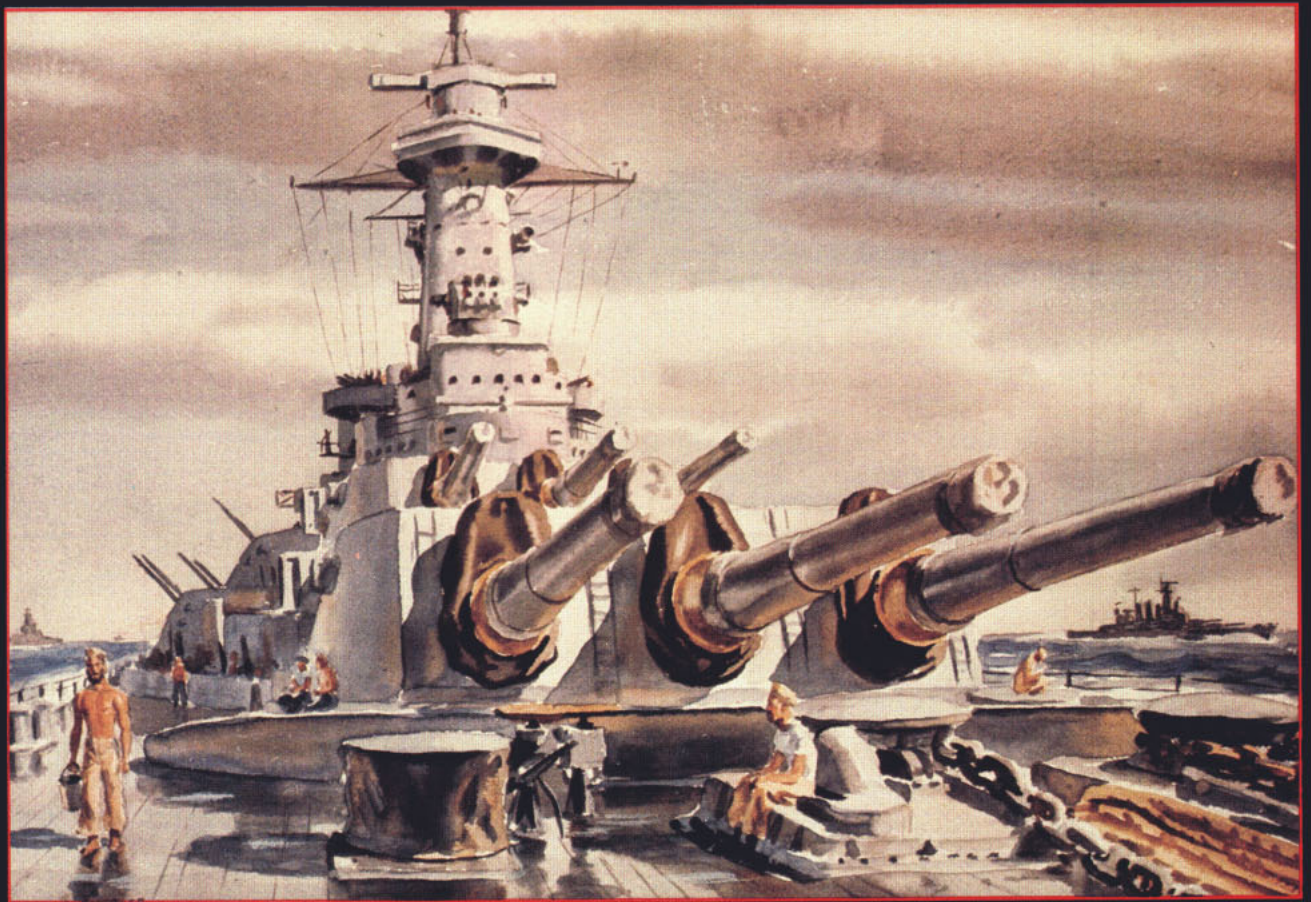
far as cost-savings go, it's best to stay with what you've got."

And what the Navy has is a product that instills so much pride — that everyone wants to copy it.

"We're a visual society" said Capponi, "... appearance will carry 90 percent of what the public thinks of you. If you look professional, they think you are professional. If you look unprofessional, they think you are, too." □

Note: Recommendations to be considered by the Navy Uniform Board should be forwarded through the chain of command, with appropriate comments and recommendations to: President, Navy Uniform Board, (Pers 333), Navy Department, Washington, D.C. 20370.

Price is a staff writer for All Hands.

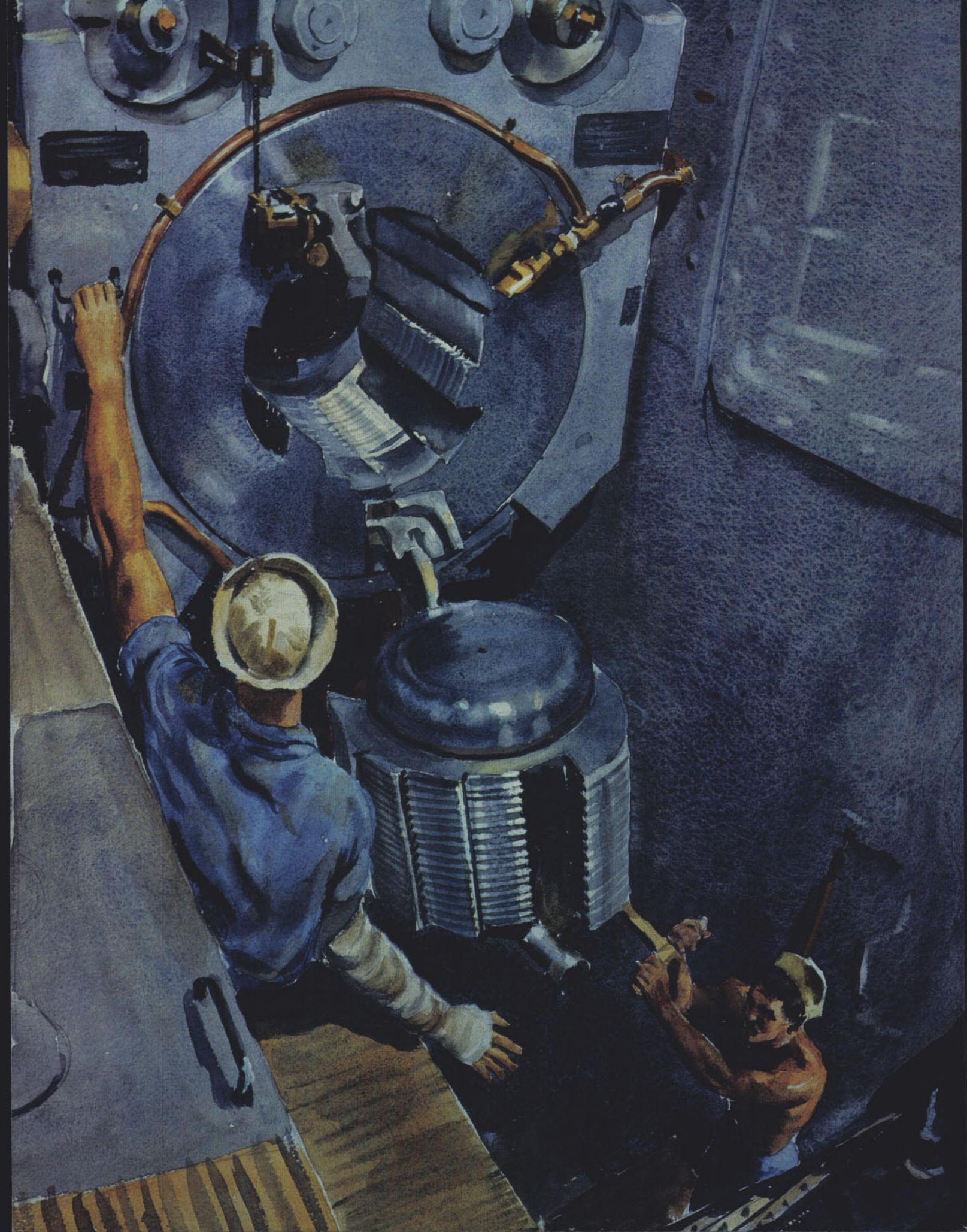




The art of war

Tucked away in a small building at the Washington Navy Yard is a treasure trove of art from a bygone era. Thousands of paintings depicting the history of the Navy are carefully stored in the Navy Art Collection. In remembrance of World War II, All Hands, in collaboration with the Navy Art Center, presents a glimpse into those events as seen through the eyes of some of the great painters of that day.

Top: Griffith Bailey Coale's "USS San Francisco, Night Battle Action" illustrates a naval encounter during the battle for the Solomon Islands. Opposite page: LT Dwight Shepler captured a restful moment aboard an unnamed battleship in "Big Guns on the Equator." Above: Shepler also immortalized Marine Corps "Lookouts on Bloody Knoll" in this landscape that epitomized Guadalcanal.





Opposite page: In LT Dwight Shepler's "Closing the Breech," a primerman for a battleship's 16-inch-gun pulls the release lever before the gun captain closes the breech. This big gun helped hurl the explosive salvos that shattered the Japanese task force at Guadalcanal Nov. 14, 1942. Above: Even in the midst of war, U.S. servicemen take time to remember their war dead in "Mass for the Fallen" by Shepler. Left: Mitchell Jamieson chronicled small invasion craft taking a pounding a few weeks after D-Day in "Storm at Omaha Beach."





Robert Benny's "The Kill" provides a dramatic presentation of a sea-sky battle as a Grumman *Avenger* torpedo bomber leaves death in its wake as it zooms away from a surfaced enemy submarine.

Right: In "Beach Activity" Alexander Russo looks eastward from a German gun emplacement overlooking Omaha Beach. Below: Coale depicts "The Japanese Sneak Attack on Pearl Harbor" with graphic clarity showing the devastation of the attack. Opposite page: Shepler's "PBV's of Noumea" details the aircraft and landscape of Catalina Island.





BEGINNING OF THE END

The Battle of Midway darkens Japan's rising sun

In June 1942, a month after the decisive U.S. victory in the Coral Sea, Japan was dealt a fatal blow at Midway Island — a blow that would turn the course of World War II in favor of the Allies. In August 1942 All Hands, then known as the Bureau of Naval Personnel Information Bulletin, published the following account of the Battle of Midway — the beginning of the end of the fight in the Pacific.

Early in June, near the island of Midway about 1,100 miles to the west of Pearl Harbor, units of our Army, Navy and Marine Corps joined action with a strong Japanese invasion fleet which was approaching our Midway outpost.

At about 9:00 a.m., June 3, Navy patrol planes reported a strong force of enemy ships about 700 miles off Midway, proceeding eastward. Nine U.S. Army B-17 *Flying Fortresses* based on Midway immediately were ordered to intercept and attack the approaching enemy. The Japanese force was approaching in five columns and was composed of many cruisers, transports, cargo vessels and other escort ships. The Army bombers scored hits on one cruiser and one transport. Both ships were severely damaged and left burning.

About dawn on June 4, several groups of Army medium and heavy bombers and U.S. Marine Corps dive bombers and torpedo planes took to the air from Midway to attack the approaching enemy.

Four Army torpedo bombers attacked two enemy aircraft carriers through a heavy screen of

enemy fighter protection and a curtain of anti-aircraft fire. One torpedo hit on a carrier is believed to have been made. Two of the four bombers failed to return.

Six Marine Corps torpedo planes attacked the enemy force in the face of heavy odds. It is believed this group secured one hit on an enemy ship. Only one of these six planes returned to its base.

Sixteen Marine Corps dive bombers attacked and scored three hits on a carrier, which is believed to have been the *Soryu*. Only half of the attacking planes returned. Another group of 11 Marine Corps dive bombers made a later attack on enemy ships and reported two bomb hits on an enemy battleship, which was left smoking and listing.

A group of 16 U.S. Army *Flying Fortresses* carried out high-level bombing attacks, scoring three

hits on enemy carriers. One carrier was left smoking heavily.

Shortly after the Marine Corps planes had left Midway, the island itself was attacked by a large group of carrier-based enemy planes. They were engaged by a badly out-numbered Marine Corps fighter force, which met the enemy in the air as he arrived. These defending fighters, aided by anti-aircraft batteries, shot down at least 40 of the enemy planes. As the result, the material damage to shore installations, though serious, was not disabling. No plane was caught grounded at Midway.

It was learned later that aerial attacks had caused the enemy force to change its course. Their course change was not observed by our planes because the change came as they were returning to Midway to re-arm.

Meanwhile, U.S. naval forces afloat were being brought into

The bombing of USS *Yorktown* (CVA 5) during the Battle of Midway June 4, 1942.



Photo courtesy of U.S. Naval Institute



Artist Bel Geddes' conception of the bombing of Midway Island.

position. Our carrier-based aircraft were launched and were proceeding to the spot where the enemy's previous course and speed would have placed him had he chosen to continue the assault. Unaware of the enemy's change of course, one group of Navy fighters and dive bombers searched along the reported track to the southeast until shortage of gas forced them to abandon the search. Some were forced down at sea when they ran out of gas. Most were later rescued.

A different flight composed of fighters, dive bombers and torpedo planes concluded that the enemy was retreating. Fifteen torpedo planes from this group, located the enemy westward and proceeded to attack at once without protection or assistance of any kind. Although some hits were reported by radio, and although some

PREFACE TO BATTLE

Almost a full day before the Battle of Midway, alert Navy, Army and Marine Corps pilots, patrolling a far-flung "beat" over the Pacific, located advance units of the Japanese force and extended not-so-cordial greetings in preliminary skirmishes.

In three days of bombing and torpedoing, the Navy-Army-Marine Corps team blasted what had been a powerful enemy armada until the remaining portions fled — every ship for itself.

At 11:22 (Midway time) on the morning of June 3, a patrol pilot radioed the island base: "I fired on a strange cargo vessel."

Two minutes later, a second patrol pilot flashed a terse message: "Main body" . . . snapped all of Midway to attention and

brought the immediate response: "Amplify report of main body."

"Six ships in a column," came back the amplified report, and then came other messages unfolding the full panorama of the powerful Japanese fleet that was bearing straight toward Midway.

Finally, out of the Pacific dusk, came a report from a comrade that sent every Midway pilot to bed knowing that the morrow would bring a day of battle for all, a day of finality for some.

This message was from a lone pilot and typified the determination with which all the pilots, Navy, Army and Marine Corps alike, later pounced on their foe:

"I attacked alone with bombs. One transport afire." □



Photo courtesy of U.S. Naval Institute

but were destroyed as they attempted to escape. *Yorktown* was hit and put out of action. The damage caused a list which rendered her flight deck useless. Her aircraft, however, continued operating from other U.S. carriers.

While this attack on *Yorktown* was in progress, some of her own planes located the carrier *Hiryu* in company with battleships, cruisers and destroyers. Our carrier planes immediately attacked this newly-located force. *Hiryu* was hit repeatedly and left blazing from stem to stern. She sank the following morning. Two of the enemy battleships were pounded severely by bombs and a heavy cruiser was damaged severely.

During the same afternoon (June 4), a U.S. submarine scored three torpedo hits on the smoking carrier *Soryu* as the enemy was attempting to take her in tow. *Soryu* sank during the night.

Just before sunset (June 4) U.S. Army bombers delivered a heavy bomb attack on the crippled and burning ships. Three hits were scored on a damaged carrier (probably *Akagi*); one hit was scored on a large ship; one hit on a cruiser which was left burning; and one destroyer was believed sunk.

By sundown on June 4 the United States forces had gained

enemy fighters were shot down, the total damage inflicted in this attack may never be known. None of these 15 planes returned. The sole survivor of the 30 officers and men of this squadron was Ensign G.H. Gay Jr., who scored one torpedo hit on an enemy carrier before he was shot down.

Other torpedo planes proceeded to press the attack after the enemy had been located. In spite of heavy losses during these attacks, the torpedo planes engaged the attention of the enemy fighters and anti-aircraft batteries to such a degree that our dive bombers were able to drop bomb after bomb on the enemy ships without serious interference. Navy dive bombers scored many hits and inflicted upon the enemy the following damage:

The *Kaga*, *Akagi* and *Soryu*, aircraft carriers, were severely damaged. Gasoline in planes caught on their flight decks ignited, starting fires which burned until each carrier had sunk. Two battleships were hit. One was left burning fiercely. One destroyer was hit and is believed to have sunk.

Shortly after this battle, a force of about 36 enemy planes from the

damaged carrier *Hiryu* attacked the U.S. aircraft carrier *Yorktown* and her escorts. Eleven of 18 Japanese bombers in the group were shot down before their bombs were dropped. Seven got through our fighter protection. Of these seven, one was disintegrated by a surface ship's anti-aircraft fire; a second dropped its bomb load into the sea and plunged in after it; while a third was torn to shreds by machine gun fire from U.S. fighter planes. Four enemy bombers escaped after scoring three hits.

Shortly afterward, 12 to 15 enemy torpedo planes escorted by fighters attacked *Yorktown*. Five succeeded in launching torpedoes,



Above: Artist Bel Geddes' conception of USS *Enterprise* (CV 6) dive bombers attack on the aircraft carriers *Kaga* and *Soryu*. Right: Memorial services were held for those killed during the June 4-6 raids of the Battle of Midway.

mastery of the air in the region of Midway.

At dawn (June 5) our forces were marshalling their strength for further assaults against the enemy fleets which by now had separated into several groups, all in full retreat.

In the afternoon of June 5, Army *Flying Fortresses* attacked enemy cruisers again and scored three direct hits upon one heavy cruiser. On the return trip, one of these planes was lost; a second was forced down at sea 15 miles from Midway. All except one of the crew of the second plane were rescued. Early June 6 an air search discovered two groups of enemy ships, each containing cruisers and destroyers.

Between 9:30 and 10:00 a.m., U.S. carrier planes attacked one group which contained the heavy cruisers *Mikuma* and *Mogami* and three destroyers. At least two bomb hits were scored on each Japanese cruiser. One of the destroyers was sunk.

The attacks were carried on until 5:30 p.m. *Mikuma* was sunk shortly after noon. *Mogami* was gutted and subsequently sunk. Another enemy cruiser and a destroyer also were hit during these series of attacks.

It was during this afternoon

FIGHTING WORDS

The following excerpts from the log of radio conversations among members of a Navy dive bomber squadron engaged in the Battle of Midway provide some vivid details of a "bad five minutes" they delivered against a Japanese battleship and her unfortunate escorts:

"The BB is supposed to be about 40 miles ahead."

"There's the BB over there."

"Let's go! The BB is in the rear of the formation."

"This is Wally. Watch it on this attack."

"Where is the remainder of our attack group?"

"We're right behind you. Get going."

"Wally to Smith. What the hell

are you doing over there?"

"Pushing over to the rear ship now."

"Enter dive. Our objective is the rear ship. Step on it! Are we going to attack or not?"

"Look at that ---- burn!"

"Hit the ---- again!"

"That scared the hell out of me. I thought we weren't going to pull out."

"Let's hit them again. Let's hit them all."

"You're going to hit him right on the fantail."

"Let's get a couple of those destroyers."

"These Japs are as easy as shooting ducks in a rain barrel."

"Gee, I wish I had one more bomb!" □

(June 6) that the U.S. destroyer *Hammann* was torpedoed and sunk by an enemy submarine. Most of her crew were rescued.

Repeated attempts were made to contact the remainder of the Japanese invasion fleet but without success. The battle was over.

The following is a recapitulation of the damage inflicted upon the enemy during the battle of Midway:

Four Japanese aircraft carriers,

the *Kaga*, *Akagi*, *Soryu* and *Hiryu* were sunk. Three battleships were damaged by bomb and torpedo hits, one severely. Two heavy cruisers, *Mogami* and *Mikuma* were sunk. Three others were damaged, one or two severely. One light cruiser was damaged. Three destroyers were sunk and several others were damaged by bombs. At least three transports or auxiliary ships were damaged, and one or more sunk.

An estimated 275 Japanese aircraft were destroyed or lost at sea through a lack of flight decks on which to land. Approximately 4,800 Japanese were killed.

Our total personnel losses were 92 officers and 215 enlisted men.

The battle of Midway was a complex and widespread action involving a number of engagements lasting more than three days and nights. Even our active participants in the numerous attacks and counter-attacks are unable to confidently give an accurate account of the damage inflicted by any one group in the many individual and unified attacks of our Army, Navy and Marine Corps personnel. □

Photo courtesy of U.S. Naval Institute



Front line defense

Midway Island: ready then, ready now

Story and photos by JO2 Christopher Carmichael

As the 50th anniversary of the attack on Pearl Harbor was being commemorated last December, another Pacific island sat quietly through the ceremony even though it, too, was attacked the same day in 1941.

Midway Island, an atoll 1,150 miles northwest of Pearl Harbor, was bombed Dec. 7 by the Japanese fleet as it sailed home to Japan after decimating the U.S. Navy base at Pearl Harbor. While this little-known fact was overlooked last December, the Battle of Midway in June 1942 is written in history as one of the most important events in World War II. It was during this battle that the Allies gained the momentum toward ultimate victory in the Pacific.

Discovered by American sailors in 1859, Midway Island was so named because it lies halfway between the United States and Asia. In 1904, the United States sent a 20-man Marine Corps detachment to administer the atoll, but the military wasn't the only organization interested in Midway Island. The Trans-Pacific Cable Company built a booster station for the communication cable that linked the United States with Asia, and Pan American Airways started using the atoll as a stopover on its China Clipper flights following their eight-hour trips from Honolulu.

One of these clipper flights carried the Japanese ambassador to the United States in November 1941. The plane was forced to land at Midway after it developed engine trouble. The ambassador was on his way to Washington, D.C., for discussions related to the ever-increasing tensions between the two countries.

To show the ambassador that Midway was adequately fortified should the two countries go to war, the Marine Corps commander of the 6th Marine Defense Battalion, Lt. Col. Harold Shannon, had every Marine on the island march past the ambassador's hotel. Shannon told the ambassador that he was observing only part of the forces on the island, but in fact he had his Marines march past in single file in an endless circle.

Midway's population continued to grow as the island gained importance, from the small contingent of Marines in the 1940s to more than 5,000 sailors, Marines and their families in the late 1960s and early 1970s.

Midway is located 120 miles east of the International Date Line and is in the last time zone of the day. The cross on the eastern shore is the site of the Easter sunrise service every year.

During the Vietnam conflict, Midway served as a crucial staging area for troops on their way to Southeast Asia. In 1969, then-President Richard Nixon met secretly with South Vietnamese President Thieu on Midway. The two leaders discussed the continued buildup of American troops in Vietnam.

But with the end of U.S. military involvement in Vietnam, evolution of advanced technology and the diminishing need for the island's logistic support, personnel began departing Midway.

Today all that remains as a reminder of World War II and the buildup over the '60s and '70s are concrete bunkers, a seaplane hangar and enough billeting to accommodate more than 5,000 people. That is plenty of





room for the cadre of civilians who are there as part of the Base Support Operating (BSO) contract and the nine-member U.S. Navy crew stationed at Naval Air Facility (NAF) Midway.

The civilian company working under the BSO contract maintains the buildings, facilities and the Midway airport. It is the airport that keeps Midway Island a "beacon in the Pacific." It is used as an emergency stopover for aircraft and is routinely used for medical evacuations from transiting ships and fishing vessels that ply their trade in the mid-Pacific waters. Most recently, the airport was used during Operations *Desert Shield* and *Storm*.

"We make sure everything is ready at a moment's notice in case Midway is pressed back into service," said LCDR Greg Edman, Officer in Charge of NAF Midway. "During *Desert Shield* and *Desert Storm*, Seabee Detachment 23 was on-island for about six months ready for deployment," he added.

The one-year unaccompanied tour may sound unappealing to some, but one service member feels a tour like this is a slice of heaven.

Senior Chief Radioman Mary Wolf recently started her third consecutive tour on Midway, and she has been off the island only twice during the last two years. Wolf finds plenty to do during her time on the island. "I attend computer class, use the gym, read, and during the summertime I play golf."

The island's Morale, Welfare and Recreation program offers a free theater with first-run movies, a golf course and tennis courts — and a half-mile of sandy beach.

The Midway Memorial honors fallen shipmates of World War II. The battle took place more than 100 miles northwest of the islands.

Snorkeling and swimming are popular during the warm summer months.

"One thing I've found here is you have to entertain yourself," said Senior Chief Engineering Aide Albert Chaussee, another individual who has served on Midway before. "If you're not geared to a slower lifestyle, you'll go crazy!"

Chaussee was previously stationed on Midway in the mid-80s and he is glad to be back. For him, Midway is all aspects of Navy life. "I work with aircraft, port facilities, ships, supply, logistics, navigation — all parts of the Navy can be found here," he said.

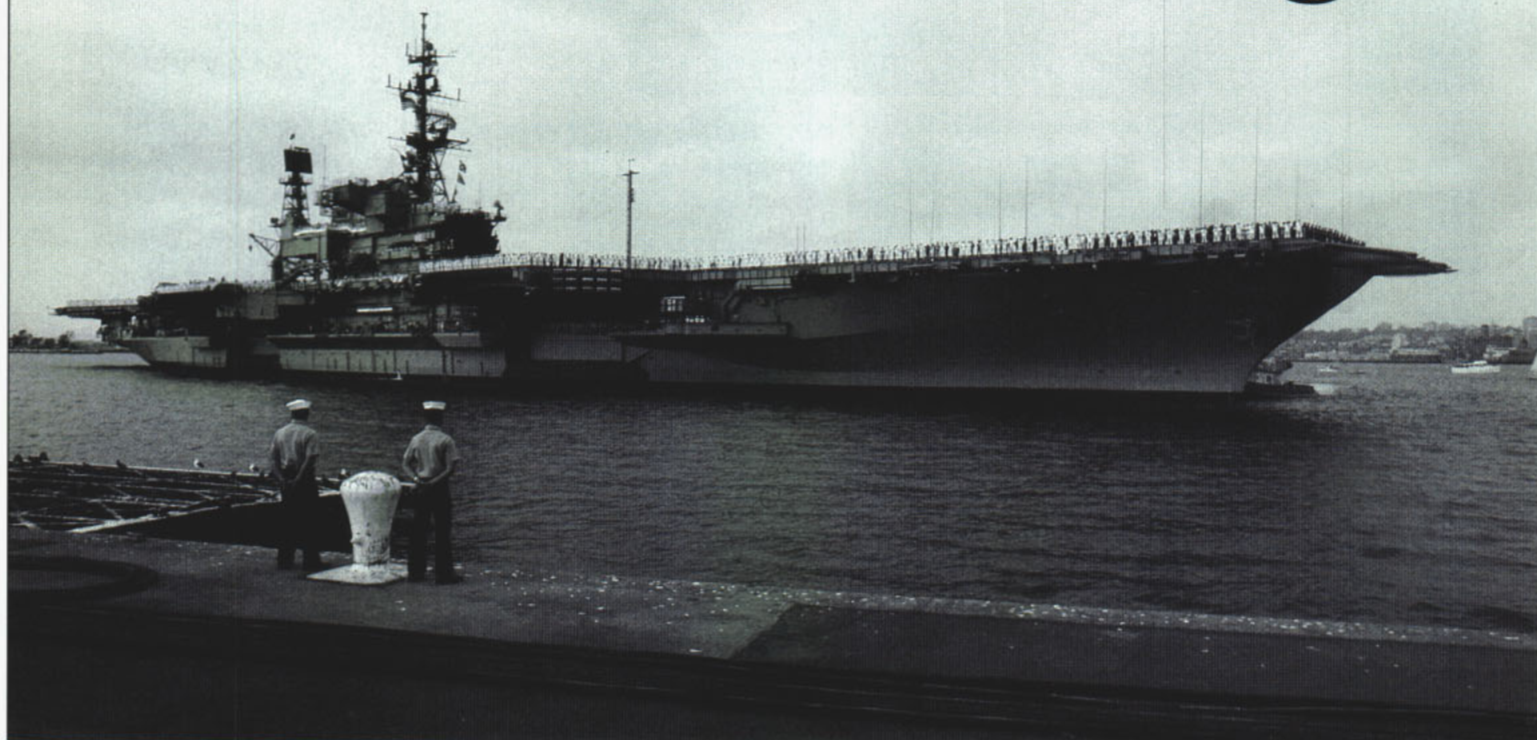
In addition to his regular duties, Chaussee is one of seven chiefs and two officers who make up the quality assurance evaluator team. "As quality evaluators, we have monthly reports to turn in. We ensure that Midway is kept up to high standards in case it is needed," he added.

"Until there is a need for a front line of defense, Midway stands proud and ready," said Edman.

Nowhere on the island is this feeling more evident than at the small memorial that was built near the island's shopping arcade. The memorial stands for those men who gave their lives 50 years ago during the Battle of Midway — the battle that turned the tide for an eventually victorious U.S. Pacific Fleet. □

Carmichael is assigned to Pacific Fleet public affairs office, Pearl Harbor, Hawaii.

The end of the magic



Midway retires after 47 years of "magic" at sea

Story and photos by JO2 Jon Annis

There was a special kind of magic about USS *Midway* (CV 41), not just the kind that came from being the last aircraft carrier in service with ties to World War II, but the kind that kept her toeing the line from then, until she was decommissioned in April.

Despite the knowledge that she would be deactivated soon, *Midway* followed USS *Independence* (CV 62) to operate extensively in the Persian Gulf following the Iraqi invasion of Kuwait. During the war she had the first carrier-based aircraft in the first strike over the beach and only narrowly relinquished to USS *Ranger* (CV 61) the record for most ordnance dropped on Iraqi targets.

Officers and crew attribute the carrier's extraordinary ability to fight and survive to "*Midway* magic."

Weaving magic into her name has been the legacy of generations of *Midway* sailors. Roughly 200,000 have worked and lived aboard during her 47-year history, lending her steel frame a strong sense of life and character. The legacy continued to the end for approximately 750 of the 2,500-man compliment who prepared the ship for the Ready Reserve fleet.

"She's old and she's tired," said Chief Boiler Technician (SW) Walter Dean in his unusually cool office near

Midway's 12 boilers. The huge machinery lies cold-iron for the first time in years. "But she steams very well. She took us to the Gulf and brought us home."

Midway's capability was reaffirmed within weeks of her return to the United States when a board of inspection and survey team members found her fully operational and fit for continued service. During tests on her final day at sea, she trapped her 342,872nd aircraft, launched the F/A-18 *Hornet* and sped home at 32 knots. The last embarked flag officer, RADM Joseph W. Prueher, noted that she "sprinted across the finish line."

"She had the versatility to meet all commitments head on," Dean said, recalling the high-speed run to the Philippines to accommodate Operation *Fiery Vigil* evacuees and their pets with less than 24-hours notice. Despite the odds against an older ship, he said, "We could compete and beat the best."

Dean is looking at his options as many steam-powered ships retire and looks forward to seeing old shipmates while assigned to Navy Recruiting District Seattle. *Midway* will be towed to nearby Puget Sound Naval Shipyard in Bremerton, Wash., after decommissioning.

Midway's life of achievement more than met the

expectations of her original builders. The scrappy carrier spent all but six of her 47 years in the fleet, with no time spent in "mothballs" between recommissionings.

Midway was named after the 1942 carrier battle that historians agree was a turning point in the battle for the Pacific. During construction, she heralded a pivotal change of attitude toward naval air power as well.

She was commissioned Sept. 10, 1945, eight days after Japan signed the surrender to end the war in the Pacific. In contrast to modern *Nimitz*-class carriers, *Midway* displaced half the tonnage and had a rectangular flight deck on a battleship-like hull. At the time, she was the largest U.S. warship ever built — the first unable to transit the Panama Canal, and the first carrier built with an armored, rather than wooden, flight deck.

She served until October 1955, was decommissioned

Opposite page: *Midway* steams into port for the last time at North Island, San Diego, in September 1991. Below: A crowd at North Island welcomes *Midway* and her crew back to the United States.



JUNE 1992

to undergo conversion for an enclosed bow, catapults and an angled, reinforced flight deck and was recommissioned in September 1957. While off the coast of Vietnam, *Midway*-based aircraft took credit for the first confirmed kill of a Soviet-built MiG fighter.

She was decommissioned again in November 1965, and underwent a lengthy overhaul to increase the angle and area of the flight deck, integrate modern electronic and aviation systems and increase the capacity of the elevators, catapults and arresting gear.

In many respects, the extensive modifications brought her up to the level of her peers and surpassed the sisters of her class, USS *Franklin D. Roosevelt* (CVB 42) and USS *Coral Sea* (CV 43). The changes weren't enough to accommodate the F-14 *Tomcat*, however, and *Midway* continued to fly her unique air wing with its F-4 *Phantoms* and A-7 *Corsairs*, until the F/A-18 *Hornet* took over in 1986. The changes above the original hull also made her ride lower. Blisters later added to the hull's increased roll.

Midway was recommissioned in January 1970, in time for three more deployments off Vietnam, the last MiG fighter kill and the boarding of more than 3,000 evacuees after the fall of Saigon during Operation *Frequent Wind/Eagle Pull*. She was also the carrier made famous by recovering more than 100 American-built aircraft, including a Cessna 0-1 *Bird Dog* observation plane carrying a South Vietnamese family.

In 1973, she moved to Yokosuka as the only carrier permanently forward-deployed overseas. Since then, *Midway*'s 17 sea service awards are a testament of her diligence in keeping the peace as the "tip of the sword" in the Pacific Rim.

She never softened up and was more than willing to prove her abilities one more time in the Persian Gulf. More than 3,300 attack missions sortied off *Midway*'s decks to drop with pin-point accuracy more than 4 million pounds of ordnance — adding a fourth Navy Unit Commendation and the fifth Battle "E" since the move to Japan.

Midway formally exchanged duties with *Independence* in Hawaii and reached Naval Air Station North Island, San Diego, Sept. 14, 1991. Her stand down coincided with another historic turning point — the demise of the Cold War.

"She's a good old ship — as good as they made them," said Weapons Technician 3rd Class Armand Rivas, surrounded by his family after *Midway* arrived to a large crowd in San Diego. "We had a good crew and were launching with the best of them. Still, it's awesome to be back home with my loved ones."

As one of 10 Japan-based ships in the Overseas Family Residency Program, a typical tour aboard *Midway* was

Right: The original narrow flight deck of *Midway* can be seen during underway replenishment operation in 1955. **Below:** A South Vietnamese Air Force pilot lands on *Midway* in a Cessna O-1 observation plane with his family after the fall of Saigon.

from two to three years. But the carrier was also "haze gray and under way" more than any other. For some "salts," this meant she was the *ultimate* duty station.

When *Independence* and *Midway* exchanged duties, many of her crew and air wing of 20 years (Carrier Air Wing 5), also swapped over to continue duty in Japan. In the months that followed, Aviation Ordnanceman 3rd Class Bill Vincent was one of the few remaining crew members with more than two years aboard.

"It was a good first command," Vincent said, standing in the cavernous hangar bay beside pieces of the disassembled catapults. "For AOs, it was a good training command. We did a lot of night and day work — daily bomb build-ups and heavy on-loads and off-loads.

Vincent asked a nearby shipmate, "We made history on this ship, didn't we?" But there was little time for the remaining crew to reminisce. For their last magic feat, they had to prepare for a painstakingly thorough inspection of each of *Midway*'s 2,000-plus spaces by a seasoned team from inactive ships.

The inspection included making sure there was no bare metal or rust; lagging was complete; the space was clean and electrically deactivated with the exception of lighting; and doors were sufficiently ajar for dehumidification and ventilation. Remaining crew members



U.S. Navy photo



U.S. Navy photo

formed five practical departments to run a preliminary inspection of 51 line items on each space.

Remaining equipment unusable by other ships was lashed down with heavy seizing wire. Divers covered all hull openings, and a special windlass was installed on the flight deck for her three-week tow to Bremerton, where a small number of crew members will meet her to complete deactivation.

In five decades *Midway* has grown from 45,000 to 74,000 tons, seen four generations of naval aircraft from *Helldivers* to *Hornets* and sailed an almost immeasurable number of miles atop every ocean in the world.

But world events, advancing technologies and changing national security priorities issue a new age for a Navy that must endure cutbacks. The decommissioning of the little carrier with a big name closes another chapter in the history of naval air and sea power. This time, not even "*Midway* magic" can change that. □

Annis is assigned to NIRA Det. 5, San Diego.

On the rocks

Seapower team joins Italy against Mother Nature

Story and photos by JO2 Laurie Beers

As lava from Mount Etna threatened the small Sicilian town of Zafferana Etnea, sailors and Seabees from Naval Air Station (NAS) Sigonella joined sea-borne Marines and Italian counterparts in an ongoing battle with Mother Nature to halt the flow of molten rock. Europe's largest active volcano has been spewing lava down its southeastern slopes since late last year but posed no threat until mid-April.

In response to the plea from the governor of the province of Catania, NAS Commanding Officer CAPT Mike Bruner said, "The significance of this is that the Italians have requested our assistance. We've never been asked for this type of support. We have the capability, and we're able to provide assistance."

NAS Sigonella requested assistance from 6th Fleet commander VADM William A. Owens, who diverted four ships to the area. The 24th Marine Expeditionary Unit (MEU) and Marine Medium Helicopter Squadron (HMM) 266 set up a ground camp near the site to support their helicopter operations. Efforts to save the Sicilian town also included construction by Seabees from the NAS Public Works Department (PWD). The "We Build, We Fight" component of the U.S. Navy worked through the night on the mountainside fabricating two steel 5-meter by 7-meter platforms, or sleds, that would hold concrete barricades — Zafferana's last hope to divert the lava's flow.

CE3 Michael Alesandrini of NAS Sigonella's public works department and his fellow Seabees worked through the night to construct platforms for the airlifted concrete barriers.

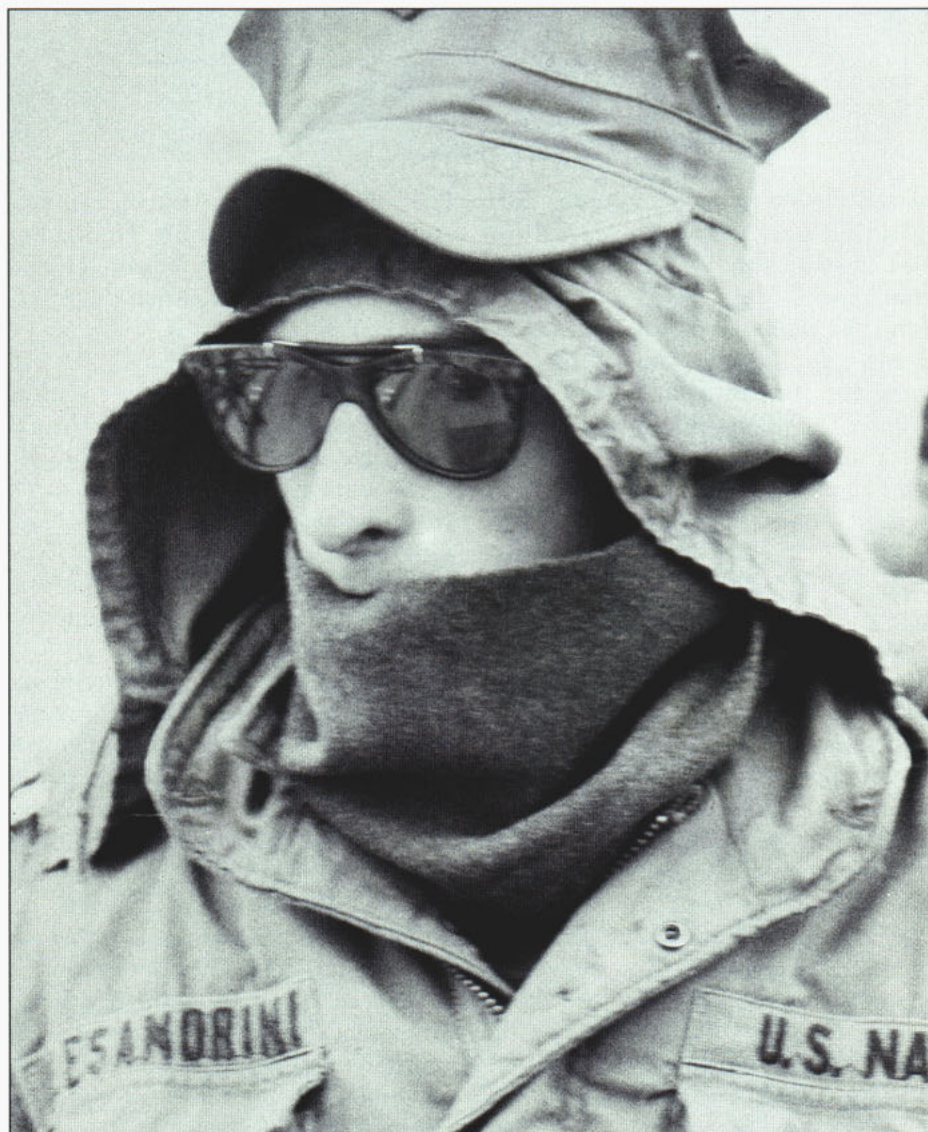
Heavy-lift CH-53 helicopters from USS *Inchon* (LPH 12) assisted in positioning the concrete into the path of the lava flow. This operation included dropping four 8,000-pound barriers, called "Beirut busters," into the flow but proved to be ineffective as lava poured down the mountainside at 20-25 knots.

Italian authorities renewed efforts and formulated new plans, which

included combining a number of larger barricades and placing them in a reservoir that was created by Italian explosive ordnance teams.

Another convoy of blocks was sent up the mountainside later to control the river of fire, including concrete trash dumpster bases, each weighing 15,000 lbs.

Italian authorities requested the helicopters position the barriers





above the lava vent, where they could be moved into the lava flow and restrict one or more of the subchannels. A 9,000-foot cloud layer hampered early attempts to dump the 100,000 pounds of concrete and steel into the lava vent.

Two 15,000-pound concrete slabs were successfully dropped into the vent April 16, in an effort to test the larger blocks' effect on the tunnel.

The lava flow slowed dramatically, reducing the immediate danger to Zafferana Etnea, although the movement down the mountain from the vent continued unabated. At the time of this report efforts were still underway to halt the molten flow.

NAS operations department coordinated all U.S. air traffic into the area while the aircraft intermediate maintenance department (AIMD) assisted with aircraft maintenance. Ground support personnel on base helped throughout the operation, including transportation by PWD and a detail from Naval Mobile Construction Battalion (NMCB) 40 deployed from Port Hueneme, Calif. The NAS galley supplied food for

U.S. servicemen on the mountain-side. The air station's Helicopter Combat Support Squadron (HC) 4 *Super Stallions* also joined the effort to save Zafferana Etnea.

One of the squadron's CH-53E helicopters was reassembled after being dismantled for a bi-annual material condition inspection. It took squadron crews three days, working around-the-clock, to reassemble the complex helicopter. This aircraft was added to the effort as one of HMM 266's aircraft was removed for critical maintenance.

Sixth Fleet ships previously diverted to the area resumed operations in the Mediterranean, although a detachment of 24th MEU helicopters and their aviation combat element stood by to assist. A team from 24th MEU Service Support Group set up a ground camp near the site preparing the blocks for transport and assisted helicopter operations.

Seabees worked throughout the night in freezing temperatures constructing the steel sleds. According to the crew leader, Steelworker 1st Class Lloyd Edwards, the Seabees

Lava flowing from Mount Etna slowly devours an orchard outside the town of Zafferana Etnea.

have a "can do" attitude, as his crew had to be ordered to go to sleep.

"Their spirits were up," he said. "We offered to bring in a fresh crew so they could go back to Sigonella and get some rest, but no one wanted to go back before they completed their tasking."

Flight crews from HMM 266, 24th MEU and HC 4 were ready to face any challenge thrown their way.

"They said [the initial operations] couldn't be done," said a 24th MEU crew member. "But we came in and proved them wrong."

According to Marine Corps Major Jim Ross, the MEU detachment's officer in charge, this type of relief effort is somewhat new for the 24th MEU. "We spend a lot of time training for military operations," he said, "so it's great when you get to help people. We feel like we're doing something worthwhile." □

Beers is assigned to the public affairs office, NAS Sigonella, Sicily.

Spotlight on excellence

Can-do attitude propels ESWS seaman

Story by LT David L. Gantt Jr.

A change in Navy policy gave a seaman aboard USS *Lockwood* (FF 1064) a chance to realize a goal much earlier than he thought possible. Seaman (SW) Rodney E. Miller, on active duty 18 months and trying to make a mark in his new Navy career, insisted on qualifying as an enlisted surface warfare specialist (ESWS). But for someone in Miller's paygrade, it just wasn't allowed. Then OpNav Instruction 1414.1A dated June 11, 1990, authorized E-1s through E-3s like Miller to qualify for pins and wear them proudly on their uniforms.

"Everyone told me that seamen can't qualify for ESWS," Miller said. "They also said that even if a seaman *does* qualify, he couldn't wear the pin until making third class. I asked the command master chief, and he gave the ESWS coordinator the green light to let me into the training program, but it was tough to get signatures at first.

"When I hear the words 'can not,' I'm motivated to 'can do.' I began studying three to four hours a night on top of standing my regular watches." Even after Miller was assigned to mess duty, he continued to attend lectures and study. Eventually, he convinced "just about everyone" that he was serious about qualifying. He spent three months learning all there was to know about *Lockwood* and her mission.

Miller's can do attitude began early in life. Originally from Brenham, Texas, he attended Brenham High School where, for four years, he participated in football and was a

volunteer member of a medical program called Health Occupation Students of America (HOSA). He spent 15 hours a week assisting nurses in the emergency room and in the maternity ward. He also took first place in the cardiopulmonary resuscitation (CPR) state championship contest sponsored by the program.

After completing high school, Miller started looking for a way to make his dream of a profession in medicine come true. Unfortunately, he was unable to obtain a scholarship to the college of his choice but felt that the Navy was the next best choice to obtain training and job skills. While in basic training, Miller was informed that his first choice, dental technician (DT) "A" school, was unavailable. Instead, he was offered radioman and mess management specialist schools but declined.

Within a week after reporting to *Lockwood* as a first division deck seaman in November 1990, Miller was still inquiring about dental technician school.

"It [was] going to be tough," said Chief Boatswain's Mate (SW) Erwin Golla, Miller's leading chief. "First [he had] to be recommended by a striker board and then complete the courses and requirements for DT3." "The key was the striker board," Miller said. "If I did not make it by them, my chances of asking for 'A' school were shot. So I looked around for jobs and responsibilities that would help me pass the board. My first goal was to qualify as master helmsman. It's a good feeling knowing that CAPT [Harry B.] Elam is counting on you and trusts you to

drive his ship in tight evolutions."

Miller's next goal was to become ESWS qualified during a Central American deployment — which he did. "I really appreciate everyone helping me pass the oral board," he said. "In the end, the lack of sleep was well worth CAPT Elam pinning on my ESWS pin." Now, with the striker board behind him, Miller is concentrating on completing his requirements for DT.

Toward the end of the ship's deployment, Commander, Naval Surface Group, Long Beach, Calif., sent a message seeking nominations for junior flag drivers. Miller, who'd earned the complete confidence of the flag lieutenant and senior driver on *Lockwood*, was nominated. He was selected to drive VADM Robert K.U. Kihune, Deputy Chief of Naval Operations for Surface Warfare, during the admiral's visit to Long Beach.

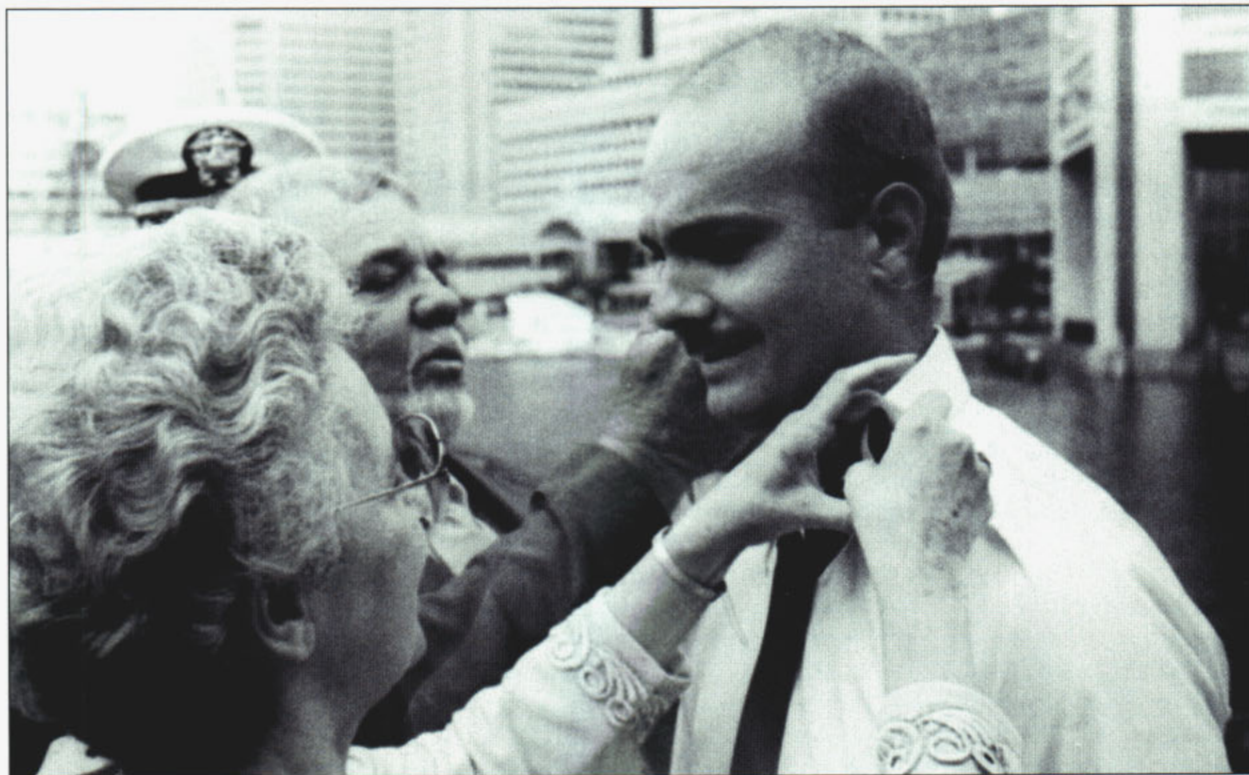
Miller is now attending DT "A" school, and afterward, would like to apply for BOOST (Broadened Opportunity for Officer Selection and Training).

"After I'm commissioned," he said, "I hope to give back to the Navy all that it has given me." □

Gantt is PAO, USS *Lockwood* (FF 1064).



Photo by LTJG Carlos Roscoe



A family tradition

The Navy profits from a bloodline of military service

Story by CTTC Karen O'Connor

Recipe:

Take one 24-year veteran Air Force Senior Master Sergeant — Virgil.

Mix one wife — Doris.

Add five sons — Tony, Tim, Ted, Terry and Toby.

Gradually stir in two of their wives — Barbara and Sue.

Shake well.

Note: This recipe makes one retired Air Force senior master sergeant and three wives, for a total of six sailors.

Huh?

All of the sons in the Carwile family of Panama City, Fla., chose to enter the Navy,

even though their father retired from the Air Force after serving faithfully for 24 years. Each son has done well in his field, with four remaining on active duty today — one ensign, one master chief, a chief and a petty officer first class.

"Dad always said that at 18, we had a choice: join the military or go to college," said Virgil Carwile's second son, Master Chief Machinist Mate (SW) Tim Carwile, who enlisted in 1972. "And he always taught us [to have] pride in our country, pride in service."

Now at the 19-year mark in his career, Tim is assigned to USS *Cape Cod* (AD 43), in San Diego. "I started the Carwile tradition, but it surprised me that everyone followed."

"It was [my sons'] decision to make," Virgil said. "I make my decisions, and they make theirs. I kid them sometimes that I've disowned them . . . but I haven't."

Tony, the oldest, joined the Navy in 1974, Ted in 1978, Terry in 1981 and Toby in 1984. Tony followed Tim into the Navy after graduating from Vanderbilt University in Nashville, Tenn. "Tony talked to me," said Tim, "and I told him that the Navy was a good thing, but I didn't want him in my field."

Instead, Tony enlisted as a radio-man and spent a year in Asmara, Ethiopia, finishing out his contract in Souda Bay, Crete. He was advanced to first class in the Naval Reserve and used his GI Bill to

ALL HANDS

complete two additional degrees in physics and system science. Although he was the only son who didn't choose to stay on active duty, he speaks highly of the service. "I think the Navy does broaden one's scope," he said. "Working together with a variety of people from different backgrounds is advantageous."

In 1978, Ted was the third Carwile son to sign on. Believing that his brother Tony was a cryptologic technician rather than an RM, he requested the CT rate. "I thought Tony was a CT, playing his guitar all day long in Ethiopia, and that sounded okay to me," Ted recalled.

It wasn't until much later that Ted discovered Tony was actually an RM, and by then, he was "hooked" on being a CT. "I really like what I'm doing," admits Ted.

Now a chief, Ted has served in the U.S., Japan and Italy. His wife, Barbara, joined the Navy in 1986 as a CT as well. The couple and their two daughters are at Naval Communications Station, Rota, Spain.

Terry, the fourth to join the Navy, originally wanted to be an Army helicopter pilot — but Ted talked him out of it. Terry entered active duty in 1981 for CT training. "I knew that I wanted cryptology because if it was interesting enough

board the World War II submarine USS *Torsk* (SS 423) in Baltimore's Inner Harbor, ENS Carwile passed four silver dollars to MMCM(SW) Tim Carwile, CTRC Ted Carwile, CTT2 Barbara Carwile and Electronic Warfare Technician 1st Class (SW) Toby Carwile.

One brother did confide, however, that Terry said he wouldn't have to call him "sir." He quipped that a simple "Mister Carwile" would suffice. ENS Carwile has now transferred to Naval Security Group Activity (NSGA), Kunia, Hawaii.

According to youngest son Toby, "My mind was made up. So no one was surprised when I signed up in 1984."

"Toby said that he wouldn't let his brothers do anything he wouldn't do," added his mother, Doris.

"Ted said that I'd be stupid if I did anything but be a CT," said Toby. "But I wanted to be different." Toby's first assignment was aboard USS *Truxtun* (CGN 35), where he and Tim overlapped duty for six months. Toby then went to USS *Nimitz* (CVN 68) where he earned his surface warfare pin. He is currently stationed at Naval Air Station Key West, Fla.

Through the years the family has created some of its own traditions.



Opposite page: ENS Terry Carwile receives his shoulder boards from his parents, Virgil and Doris, during his commission ceremony, also attended by his three brothers. Above: Then-CTTC(SW) Terry Carwile chats with brother EW1(SW) Toby Carwile.

"I was going in for four years to practice my guitar. I haven't had a chance to play since boot camp."

to keep Ted's attention, it had to be good," Terry said. Terry was promoted to chief in 1990 and soon after was selected for the Limited Duty Officer program. His commissioning ceremony brought the Carwile families to Fort George G. Meade, Md.

"Every one of them said they'd never salute me," Terry said. But on

Tim was the first to advance to chief petty officer (CPO), and the same anchors used for his pinning-on ceremony were passed to Ted in 1988 and Terry in 1990. Toby took the 1992 CPO exam in January, and rumor has it that he already possesses the family anchors. "And he'll pay dearly for those," warned Ted.

When Tim learned of Ted's selection in 1988 to CPO, he wrote a letter to Ted's command master chief requesting he "personally take care of his little brother during initiation." In 1990, Terry was at sea when his results were released, but it didn't stop both Tim and Ted from carrying out the letter-writing tradition to the command master chief at NSGA Fort Meade on Terry's behalf.

Their parents are obviously proud of their Navy family and each son's accomplishments. "Dad calls us a bunch of renegades," said Ted, "but he's proud of us." And with the Carwile Navy track record, it's not hard to understand why. □

O'Connor is assigned to the public affairs office, Naval Security Group Activity, Fort George G. Meade, Md.

Staying in America

Doors open for Filipinos seeking citizenship

Story by JO1 Alan Uyenco

More than 3,000 Filipino sailors and their 2,000 family members now have a route to U.S. citizenship through the 1991 Armed Forces Immigration Adjustment Act.

"It's been a long time coming," said Hospital Corpsman 2nd Class Luis E. Gregorio, laboratory technician at the National Naval Medical Center (NNMC), Bethesda, Md.'s microbiology laboratory. "A lot of Filipino sailors have been looking forward to the passage of this law."

The original 1947 treaty between the U.S. and the Republic of the Philippines allowed Filipinos to enlist in the Navy without being U.S. citizens. The new law grants special immigrant status to those who enlisted after Oct. 15, 1978.

In addition, permanent residency status applications for family members may accompany the active-duty member's citizenship application. NavAdmin 005/92, dated Jan. 17, 1992, outlines the requirements for special immigrant status. Members must have 12 years honorable active service or six years active service completed with an enlistment or extension obligation to 12 years.

Other requirements include:

- Certification of service, family member information, Navy Department recommendation and a special form (available soon) to facilitate certification. A command certification letter will suffice until forms are available. The letter should contain service member's name, nationality, date/place of birth and date entered/extended or reenlisted (to meet the 12-year requirement).

- If filing for family members, include names; dates/places of birth



and the CO's recommendations.

The letter of certification must be submitted along with Immigration and Naturalization Service (INS) Form 360, available at INS regional offices in the U.S., and overseas at U.S. embassies and consulates, or by writing to: USINS, Northern Service Center, 100 Centennial Mall North, Room B-26, Lincoln, Neb. 68508.

The law defines children as those unmarried and under 21. It also includes stepchildren under 18 and children adopted before their 16th birthday. Certain children not recognized as lawful offspring may also be included as determined by the INS.

Specific questions about petitioning for U.S. citizenship should be referred to local Naval Legal Services Offices or local INS offices.

"It's a great boost to the morale of Filipinos in the Navy," said Gregorio, a native of Manila. His reaction is shared by other Filipino servicemen at NNMC. "I've been looking

HM2 Julian S. Canizares, a technician at the National Naval Medical Center, Bethesda, Md., plans to reenlist immediately to qualify for citizenship after completing Nuclear Medicine School.

forward to becoming a U.S. citizen since I joined the Navy" said Dental Technician 2nd Class Benjamin A. Padilla. "This opens up more career opportunities for me."

Padilla, who holds a master's degree in forensic sciences, said he's been keeping track of the changes to the immigration act as has HM2 Julian B. Canizares, who plans to reenlist immediately to qualify.

Canizares plans to apply for a commission after completing his master's degree in health care.

"The Navy's involvement in pushing this bill through shows real concern for all sailors and their families," Canizares said. □

Uyenco is assigned to National Naval Medical Center, Bethesda, Md.

Bearings

Music played on dulcimer educates Gulfport schoolchildren

CDR George N. Eustace, executive officer of Naval Construction Battalion Center Gulfport, Miss., has "something" to give back to Gulfport community children. That something is his musical talent, and he gives it in the form of demonstrations presented at local elementary schools.

One segment of his demonstration includes explaining the parts of various instruments and then asking the children to describe those same parts. Using such terms as "sound hole," "fret," "strings" and "bridge," Eustace brings a lot of smiles to the students' faces as he enlightens and entertains them.

Eustace is a self-taught music maker. Not only does he play five instruments, he also built his hammered dulcimer by hand. A hammered dulcimer is a musical instru-

ment with wire strings of graduated lengths stretched over a sound box and played with two padded hammers or by plucking.

When Eustace was a small boy, his parents gave him a guitar. But he said, "Like so many of us at that age, I didn't realize the value of the gift and what it could mean in my later years."

Now, after 17 years of playing, Eustace has more than just a "hit and miss" affair with stringed instruments. He has taught himself how to play the guitar, mandolin, violin (fiddle), banjo and, of course, the hammered dulcimer.

Eustace spends his Thursday evenings in a bluegrass jam session at a local music store. A bluegrass group was formed out of various "pickers" and has performed at many sites along the Mississippi Gulf Coast.



Naval officer and self-taught musician, CDR George N. Eustace, "hammers" out a tune on a dulcimer to entertain, educate and delight elementary school students.

Eustace enjoys the fun and fellowship of being a member of a traditional Southern bluegrass band as well as entertaining and educating children. ■

Story and photo by Mike Crump, Naval Construction Battalion Center, Gulfport, Miss.

Seabee wins South Mississippi city's volunteer award

At their annual meeting, the Gulf Coast Chamber of Commerce presented its prestigious Order of Merit Award to South Mississippi's outstanding U.S. military person.

This year's recipient was Builder 1st Class Rickey D. Givens, an instructor at Naval Construction Training Center's Builder School, Gulfport, Miss. Approximately 6,000 students per year are trained at the center in the seven Seabee construction ratings.

CAPT William C. Hilderbrand, in endorsing Givens' nomination, said, "Petty Officer Givens possesses an exceptionally strong desire to excel and consistently stands head and shoulders above his contemporaries."

Givens teaches "A" school students in concrete and light frame construction techniques, as well as

safety, masonry, interior finish, roofing, preservation, heavy timber and pre-engineered buildings.

With the vast knowledge he has accumulated, it's no wonder he has earned an "expert" certification. During his tenure, he has led 215 students to graduation and has instructed more than 300 in general military training courses.

Instructing is not his only talent. Givens has also served as a platoon commander for the "A" school's military training department. And, according to Hilderbrand, "Only the very best instructors are placed in this area because of the intense leadership responsibilities involved and its extreme importance to the training mission."

Givens has been characterized as a quiet and effective leader who is truly concerned for his people.

Always one to "practice what he preaches," Givens takes as well as he gives. This year he completed courses in financial advising, cardiopulmonary resuscitation, first aid and equal employment opportunity.

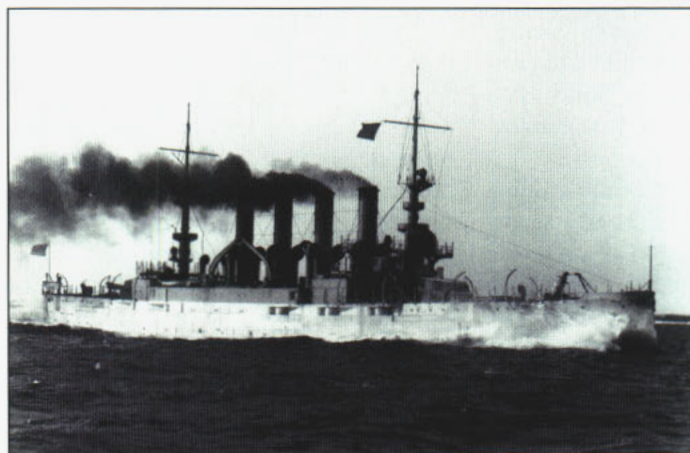
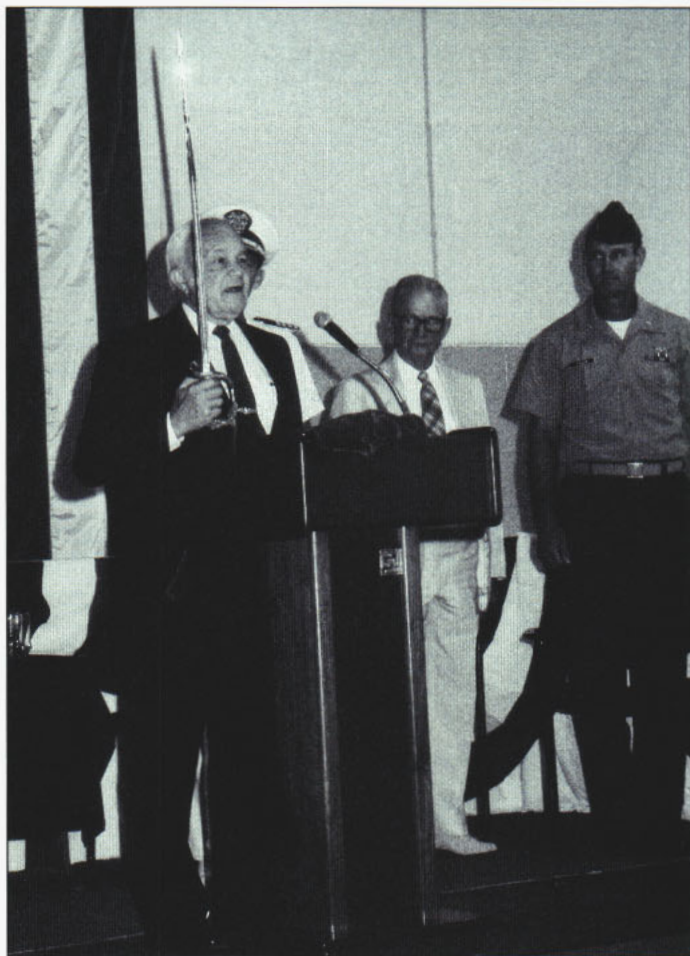
As a local community volunteer, Givens is actively involved in helping the handicapped, Cub Scouts, peewee football, Little League baseball and the Gulfport School District's Mentorship program.

During 1991, Givens was selected to represent the Seabee Center as an honoree at the Coast's Salute to the Military and was presented a Meritorious Unit Citation for his relief work after Hurricane Hugo while attached to Naval Mobile Construction Battalion 133. ■

Story by Mike Crump, Naval Construction Battalion Center, Gulfport, Miss.

Bearings

Valiant efforts of Memphis captain and crew remembered



Above: The armored cruiser USS *Memphis* (ACR 10) underway. Top: Retired CAPT Edward L. Beach Jr. holds his father's sword during the dedication of the new E.L. Beach Aviation Support Equipment Training Facility.

A memorial and museum were recently dedicated honoring the former commanding officer and crew of the armored cruiser USS *Memphis* (ACR 10) during a ceremony held in Millington, Tenn.

The event's guest speaker was the former skipper's son, retired CAPT Edward L. Beach Jr., who helped mark the 75th anniversary of the shipwreck of *Memphis* and the valiant efforts of her crew.

During the dedication of the new E.L. Beach Aviation Support Equipment Training Facility at Naval Air Technical Training Center, Millington, the novelist and naval historian delivered an emotional speech honoring his father and the crew of *Memphis*.

Memphis was anchored in the shallow harbor at Santo Domingo, Dominican Republic, when a series of enormous *tsunamis* cast the ill-fated cruiser aground Aug. 29, 1916. Forty members of *Memphis'* 1,000-man crew died, and more than 200 were injured during the incident.

Controversy later followed the tragedy as CAPT Edward L. Beach was court-martialed and reduced in rank for not being prepared to get *Memphis* underway on short notice. He was exonerated several years later and his rank restored.

In his speech, Beach's son said, "Father did all he could to get the ship underway." As sailors, Marines and invited guests listened intently, Beach stressed that the *Memphis* crew's efforts proved that sailors don't give up. The *Memphis* crew "went through hell to get the ship underway" before the waves tossed her aground. Three *Memphis* sailors were awarded the Medal of Honor.

Beach, a former commanding officer of USS *Triton* (SSR(N) 586), the first nuclear-powered submarine to circumnavigate the world submerged, has written several novels, including best-sellers, *Run Silent, Run Deep* and *The Wreck of the Memphis*. In a heart-felt gesture, Beach placed his father's sword in *Memphis'* display case, where it will remain, alongside a flag that flew from her mast.

The *Memphis* Memorial was transferred from the Pink Palace Museum in Memphis to the new 114,000 square-foot training facility at Naval Air Station Memphis, which features classrooms, laboratories and an operational trainer. ■

Story and photo by JO1 Walter H. Panych, assigned to Chief of Naval Technical Training, Millington, Tenn.

Bearings

Language presents additional challenges for foreign aviators

The rigors of flight school can be hard on a student naval aviator. Long hours spent studying and preparing for flights as well as the overall competitive atmosphere of the school at Naval Air Station Whiting Field, Milton, Fla., can lead to a lot of stress. But sometimes just understanding an order poses a challenge.

Italian navy LTJG Gianluca Romani encountered such a problem when, on one of his first flights at Training Squadron (VT) 3, the instructor said to push his aircraft "over the nose." Instead of putting the plane into a shallow dive as the instructor wanted, Romani pulled the nose up, and kept doing so as the order was repeated. With the aircraft almost stalled, the frustrated instructor realized what was wrong — Romani could not understand.

"He told me to put the airplane over the nose," Romani said. "I thought 'over' meant 'up,' so I pulled into a climb. I did not understand."

Romani was still learning the nuances of conversational English. Aviators from other countries have faced similar challenges to obtain

their wings. While a few foreign students get some flight training before coming here, all go through the Navy's entire program to earn the coveted wings of gold. How they get here, however, is another story.

A 1990 graduate of the Italian Naval Academy, Romani explained that upon graduation he was fully qualified to serve aboard ship, "similar to a Navy surface warfare officer," and was selected to attend flight school based on his grades and ability to speak English.

Others take different paths. Royal Danish Navy Ensign Morten Drost was called from Denmark's Merchant Marine, where he served as a mate. Drost went through nine months of intensive training to earn a commission and come to VT 3.

Lieutenant Claus Krum attended the Danish Naval Academy. After graduating with a navigation degree, Krum underwent testing before being selected for flight training.

Krum and Drost said they were the first Danish naval officers in about 20 years to be trained by the U.S. Navy. Previously trained by the U.S.

Army at Fort Rucker, Ala., training was shifted to the Navy because the Danish naval air squadron commander wanted his aviators trained by the "real thing."

Training has been demanding but they haven't faced language problems. "All of our radio communication in the air in Denmark is conducted in English," Drost said. "But sometimes the southern accents in this area are confusing."

The three officers agreed the American military lifestyle is much better than what they have in their respective countries, because the United States has better pay and benefits. In their countries, military personnel don't have the same social status or salaries.

"There is a much better life here," Romani said. "You have sports on base, amenities like the Exchange and more privileges."

"In the military over here you're good to go," Krum said. "You have a great advantage." ■

Story by ENS Scott Needle assigned to Training Squadron 3, NAS Whiting Field, Milton, Fla.

New arrival plays role in saving unexpected arrival's life

Many people spend their lives in pursuit of a purpose. For little Naomi Vela, life and purpose came early. Even before her birth, Naomi worked to forge bonds between Italian and American doctors.

Linda Vela, Naomi's mother, went into labor 28 weeks pregnant. This unexpected event called in the very best medical care that La Maddalena, Sardinia, Italy, could offer. Local Sardinian doctors and LCDR (Dr.) Greg Hoeksema from Branch Medical Clinic, La Maddalena, helped Naomi's early arrival.

At birth, 2-pound, 3-ounce Naomi

was whisked away by ambulance from *Ospedale P. Merlo* in La Maddalena to Sassari University Hospital's Neo-Natal Unit. Attended by Hoeksema, who had only been in Italy 10 hours when the delivery began, and local Italian medical personnel, Naomi arrived in Sassari with lung, heart and body heat problems. Prognosis was not good.

Aided by the unit's expert care, 30 days later Naomi moved to a U.S. military hospital in Germany where she remained until released.

As for Naomi's purpose, Hoeksema feels that working in

such close proximity with La Maddalena doctors and the medical community in Sassari has done much to improve relations. Upon acceptance of orders for La Maddalena, Hoeksema was warned he would face at least one life-threatening situation during his tour. Hoeksema said, "I faced my first life-threatening situation in my first 10 hours. Now I can relax and get on with practicing medicine." ■

Story by Beverly Gower, Human Resource Management Department, U.S. Navy Support Office, La Maddalena, Sardinia, Italy.

Bearings

Twin brothers see the world together as Callaghan shipmates

Twin brothers Andrew and John Borzone have only been separated twice — 27 minutes at birth and one year between Navy enlistments.

Now together on a world cruise aboard San Diego-homeported USS *Callaghan* (DDG 994), the 20-year-olds from Scottsdale, Ariz., still can't believe their good fortune.

"We had the same friends and had many of the same jobs while going to the same high school, and it was unbelievable when we were able to be on the same ship," said Radioman 3rd Class Andrew Borzone.

Quartermaster Seaman John Borzone reflects on his experiences in much the same way. "Andrew joined the Navy in October 1989, a



QMSN John and RM3 Andrew Borzone talk and relax together aboard USS *Callaghan* (DDG 994).

year before I did. I wasn't as sure about what I wanted to do right after high school, so I kept working. Before long though, with our dad's prodding, I decided to go in too, and it's been great ever since," he said.

"We weren't in any special programs that let us come here together," said Andrew. "At the beginning, my brother was on his way to USS *Independence* (CV 62), but my career counselor and I made a lot of phone calls, and through incredible luck, the orders were changed less than two hours before they became final. We were both fortunate because my brother and I got exactly what we asked for.

"The only thing better than going on a world cruise, is to be going with your brother," said Andrew, "We are going to have a lot of tales to tell." ■

Story and photo by PH2 M. Clayton Farrington, 7th Fleet Public Affairs Representative, Subic Bay.

Guam Seabees take a dive to help a fallen Marine

A recent weekend outing to a popular Guam attraction turned into quite an ordeal for seven Seabees from Naval Mobile Construction Battalion (NMCB) 1.

Builder 2nd Class John E. Kroom, Steelworker 2nd Class Timothy S. Miller, BU3 Kevin K. Beals, BU3 Robert L. Burkhead, BU3 Dennis A. Routh, Construction Electrician 3rd Class Michael Sirois and BUCN Darrell W. Quinlivan finished an hour-long hike to Sigua Falls, near Yona, Guam, to enjoy some well-deserved liberty when the unexpected happened.

"Quinlivan and I just got through having our picture taken up on the rocks," Burkhead said, "when we noticed a Marine making the climb up to the diving area. We heard the sound of his feet slipping on the wet rocks, looked over and saw him fall."

Marine Corps Corporal Jeremy Bachtel, assigned to Marine Support Battalion, Naval Communications Telecommunications Area Master

Station (NCTAMS) fell about 20 feet down the face of the falls, hitting his chin on a ledge before reaching the water, according to Burkhead. "We saw bubbles coming to the surface and jumped in."

Miller who has had first aid and cardiopulmonary resuscitation training, took charge of the scene.

"He was delirious," Miller said. "I asked him where it hurt, and he said 'in the chin and shin.'" Bachtel had water pumped from his lungs and was treated for shock.

Another Marine, Lance Cpl. John S. Blackford who was with Bachtel, accompanied Routh to get help.

When the paramedics arrived, Routh escorted them down the hill to the scene. "We helped the paramedics put Bachtel on a litter and move him to an open clearing to be airlifted," Routh said.

After Bachtel was moved, a helicopter from Guam-based Navy Search and Rescue Squadron (HC) 5 arrived to pick him up for transport

to the naval hospital. HC 5 mission co-pilot, LT Michael T. Camilleri credits early preparations, such as taking vital signs and stabilizing the patient, in greatly reducing the time it took to rescue him.

Bachtel was taken directly to the emergency room from the hospital's helo pad, kept for observation and released the next morning. Although he had 12 stitches and numerous bruises, Bachtel had nothing but praise for everyone who helped him. "I'm very lucky that the Seabees and Marines were there to help me. Otherwise I might have died. I'm just happy that those guys were there to rescue me."

The rescuers were justifiably proud of their efforts.

"The way we all stuck together and worked as a team was great," Quinlivan said. "We were all there to help." ■

Story by JO2 James R. West assigned to NMCB 1.

Reunions

• **Helicopter Attack Squadron Light 5 (HAL 5)** — July 17-19, Las Vegas, Nev. Contact Charles Cass, 1335 W. Dolphin, Ridgecrest, Calif. 93555; (619) 375-2179.

• **Fitting Out and Supply Support Assistance Center (FOSSAC)** — July 24, Norfolk. Contact CDR Albert Sligh Jr., P.O. Box 15129, Norfolk, Va. 23511-0129; (804) 444-6655.

• **USS Turner Joy (DD 951)** — July 30-Aug. 1, Bremerton, Wash. Contact Richard E. Asche, 2599 E. Alaska Ave., Port Orchard, Wash. 98366.

• **Vietnam Brown Water Navy/Game Wardens Association** — July 30-Aug. 5, St. Louis. Contact John Williams, P.O. Box 5523, Virginia Beach, Va. 23455; or Cliff Clifton toll free (800) 248-5366.

• **USS Cabot (CVL 28) and air squadrons** — Aug. 19-23, Portland, Ore. Contact Pat Griffin, 18171 S.W. Bryant Road, Lake Oswego, Ore. 97034; (503) 638-5562.

• **USS Cascade (AD 16)** — Aug. 28-30, Fall River, Mass. and Newport, R.I. Contact Lyle Burchette, P.O. Box 566, Hollister, Mo. 65672; (417) 335-8727.

• **USS LSM 156** — August 1992, Nashville, Tenn. Contact John C. Bird, 3125 Guilford Road, Birmingham, Ala. 35223; (205) 870-7407.

• **VR 24** — Sept. 3-6, Albuquerque, N.M. Contact Pete Owen, 24633 Mulholland Highway, Calabasas, Calif. 91302; (818) 222-6936.

• **PT Boats, tenders and bases** — Sept. 3-7, Little Rock, Ark. Contact P.T. Boats Inc., P.O. Box 38070, Memphis, Tenn. 38183-0070; (901) 755-8440.

• **USS McDermut (DD 677)** — Sept. 10-12, Pensacola, Fla. Contact C.H. Pipitt, 2156 University Court, Clearwater, Fla. 34624; (813) 461-2904.

• **USS Capps (DD 550) Assoc.** — Sept. 10-13, Baltimore. Contact Earl Beadle, 903 West St., Pine Bluff, Ariz. 71602; (501) 247-3702.

• **Tug and Salvage ships (ATF, ATR, ATO, ATA, ARS, ASR and YT-class)** — Sept. 10-13, Cleveland. Contact George Kingston, 2148 Clubhouse Drive, Lillian, Ala. 36549; (205) 962-2171.

• **USS Lunga Point (CVE 94) and VC 85/98** — Sept. 10-13, San Antonio, Texas. Contact Warren J. Hoffpauir, P.O. Drawer 9, Estherwood, La. 70534; (318) 783-1332.

• **USS Guam (CB 2) Assoc.** — Sept. 10-14, Warwick, R.I. Contact USS Guam (CB 2) Assoc., 14 Clark Ave., Easthampton, Mass. 01027; (413) 527-2578.

• **USS McNair (DD 679)** — Sept. 11-13, Cherry Hill, N.J. Contact Jim Carr, 854 Browning Place, Mount Laurel, N.J. 08054; (609) 235-8406.

• **VF 73** — Sept. 11-13, Newport, R.I. Contact Ken Clark, 77A Riverbend Road, Stratford, Conn. 06492; (203) 924-5128.

• **USS Cushing (DD 376/797/985) Assoc.** — Sept. 16-19, Kissimmee, Fla. Contact Earl Watters, 37 Wood Hall Drive, Mulberry, Fla. 33860; (813) 425-4150.

• **USS Russell (DD 414)** — Sept. 16-19, Toledo, Ohio. Contact Walter Singleterry, 4544 62nd St., San Diego, Calif. 92115-5406; (619) 582-1337.

• **USS Dyson (DD 572)** — Sept. 16-19, Colorado Springs, Colo. Contact E.B. Fulkerson, 4709 Highway 36, Boones Creek, Johnson City, Tenn. 37615; (615) 282-1236.

• **NDJ Radio Kwajalein (1944-1946)** — Sept. 17-19, Eugene, Ore. Contact James J. Selk, 963 Nancy St., Springfield, Ore. 97477; (503) 726-7448.

• **Naval Cryptologic Veterans Association** — Sept. 17-19, Orlando, Fla. Contact Buzz Clark, 512 W. Plantation Blvd., Lake Mary, Fla. 32746; (407) 323-3109.

• **USS William P. Biddle (APA 8)** — Sept. 17-19, San Diego. Contact Don Skouse, P.O. Box 1638, Independence, Mo. 64055; (816) 478-3403.

• **USS Barton (DD 722)** — Sept. 17-20, Norfolk. Contact John Jurus, 90 Holly Drive, Collegeville, Pa. 19426.

• **USS Wyandot (AKA 92)** — Sept. 17-20, St. Louis. Contact Joe Ulrich, 202 Brady Mill Road, Anna, Ill. 62906; (618) 833-2783.

• **36th NCB** — Sept. 17-20, Port Hueneme, Calif. Contact Bruce Sanford, 1623 Via Hermana, San Lorenzo, Calif. 94580.

• **USS Blue (DD 387/744)** — Sept. 17-20, Tampa, Fla. Contact Kennard T. Chandler, P.O. Box 5205, Sun City Center, Fla. 33571; (813) 634-2408.

• **USS Flint (CL 97)** — Sept. 17-20, York, Pa. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503.

• **USS Harding (DD 625/DMS 28)** — Sept. 17-20, Washington, D.C. Contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647; (410) 745-9725.

• **USS Tortuga (LSD 26)** — Sept. 17-20, Norfolk. Contact David L. Waldron, P.O. Box 235, Paris, Mich. 49338-0235; (616) 832-2189.

• **USS Healy (DD 672)** — Sept. 17-21,

Baton Rouge, La. Contact Robert J. McCulloch, 3136 N. U.S. Highway 35, LaPorte, Ind. 46350; (219) 326-7369.

• **85th NCB** — Sept. 18-20, Colorado Springs, Colo. Contact Fred A. Kofman, 415 Walnut St., Julesburg, Colo. 80737.

• **USS Fred T. Berry (DDE 858)** — Sept. 18-20, Newport, R.I. Contact Denis Gordon, 319 E. Main St. No. L-7, Marlboro, Mass. 01752; (508) 485-7261.

• **USS Osmond Ingram (DD 255/AVD 9/APD 35)** — Sept. 18-20, Lexington, Ky. Contact Bob Hale, 7101 Pierce St., Arvada, Colo. 80003; (303) 422-2982.

• **USS Anderson (DD 411)** — Sept. 18-20, Indianapolis. Contact Barney O. Samsil, 5539 W. U.S. 52, New Palestine, Ind. 46163; (317) 861-4823.

• **CBMU 594 (World War II)** — Sept. 21-27, Disneyland — Anaheim, Calif. Contact Phil Gabler, 243 S.E. Sixth Ave., Deerfield Beach, Fla. 33441-4018; (305) 428-6936.

• **USS Wickes (DD 578)** — Sept. 22-24, Orlando, Fla. Contact Robley "Gene" Evans, 416-110 Versailles Place, Longwood, Fla. 32779; (407) 869-9783.

• **25th NCB** — Sept. 23, Pensacola, Fla. Contact Alfred G. Don, 6204 Vicksburg Drive, Pensacola, Fla. 32503-7556; (904) 476-4113.

• **USS John R. Craig (DD 885)** — Sept. 23-27, Austin, Texas. Contact Bob Owens, 9 Cobbler Lane, Marlton, N.J. 08053; (609) 983-7129.

• **USS Chandeleur (AV 10)** — Sept. 23-27, Denver. Contact Kenneth E. Boyd, 26300 Old Office Road, Culpeper, Va. 22701; (703) 854-5076.

• **35th NCB** — Sept. 24, Cape May, N.J. Contact Phil Silver, 924 Stratford Court, Westbury, N.Y. 11590.

• **USS Suwanne (CVE 27)** — Sept. 24-26, Virginia Beach, Va. Contact Charles B. Zubyk, 305 E. Second St., Girard, Ohio 44420; (216) 545-6716.

• **26th NCB Association** — Sept. 24-26, Norfolk. Contact Jim Hansen, 502 Caulk Road, Milford, Del. 19963; (302) 422-8436.

• **USS Kimberly (DD 521)** — Sept. 24-26, Baton Rouge, La. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla. 32809; (407) 855-5625.

• **USS Mannert L. Abele (DD 733)** — Sept. 24-27, Charleston, S.C. Contact Roy Anderson, 13 Algonquin Road, Worcester, Mass. 01609; (508) 757-4980.

• **USS Woolsey (DD 437)** — Sept. 24-27, Bloomington, Minn. Contact John Kenes, 108 Wayside Drive, Uniontown,

Reunions

Pa. 15401; (412) 437-1220.

• **USS Randall (APA 224)** — Sept. 24-27, St. Louis. Contact John J. Walsh, 70-12 60th Lane, Ridgewood, N.Y. 11385; (718) 456-2826.

• **USS Casablanca (CVE 55)** — Sept. 24-27, Denver. Contact Milton H. Rowe, 241 Deerfield Road, Camp Hill, Pa. 17011; (717) 761-8526.

• **USS Andromeda (AKA 15)** — Sept. 24-27, Catskills-Newburgh, N.Y. Contact Lois Guffy, Rural Route 1, Box 28, Byron, Okla. 73723; (405) 474-2572.

• **USS Fletcher (DD/DDE 445)** — Sept. 24-27, Norfolk. Contact John V. Jensen, 3918 Conlon Ave., Covina, Calif. 91722; (818) 337-2646.

• **USS Sepulga (AO 20) and USS Gladiator (AM 319)** — Sept. 24-Oct. 4. Contact Don Westerlund, 4708 E. Florian Circle, Mesa, Ariz. 85206; (602) 830-1161.

• **USS Chehalis (AOG 48)** — Sept. 25-26, Chehalis, Wash. Contact Nell Coleman, 5940 Charlestown, Dallas, Texas 75230; (214) 239-3342.

• **USS Frank E. Evans (DD 754)** — Sept. 25-27, Grapevine, Texas. Contact H.G. Nichols, P.O. Box 306, Frankston, Texas 75763; (903) 876-2527.

• **USS Holder (DD/DDE 819/DE 401)** — Sept. 25-27, Sarasota, Fla. Contact M. Bruce Rambo, 7171 Canary Drive, Charleston, S.C. 29414-5454; (803) 556-0255.

• **USS Bagley (DD 386) Assoc.** — Sept. 25-27, Portland, Ore. Contact Walter S. Morley, USS Bagley (DD 386) Association, P.O. Box 608, West Dennis, Mass. 02670; (508) 398-8553.

• **USS Nautilus (SSN 571)** — Sept. 25-27, Mystic, Conn. Contact John Kurrus, 1010 Ocean Ave., New London, Conn. 06320; (203) 442-0055.

• **RNMCB 12** — Sept. 25-27, Mystic Seaport, Conn. Contact Stanley W. Herrcott, 199 S. Ashburnham Road, Davisville, R.I. 02852; (508) 874-2588.

• **USS Badoeng Strait (CVE 116) Association** — Sept. 27-20, Las Vegas, Nev. Contact Henry C. Trotter, 106 Sage Drive, Universal City, Texas 78148; (512) 658-3447.

• **USS Martin H. Ray (DE 338)** — Sept. 28-30, Memphis, Tenn. Contact John Sanderson, 8810 Cherry Springs Drive, Cordova, Tenn. 38018; (901) 373-3771.

• **USS YMS 398** — Sept. 28-Oct. 4, Oklahoma City. Contact John N. Tho-

mas, 126 Maple St., Narvon, Pa. 17555.

• **USS Minneapolis (CA 36) and Marine detachments** — Sept 30, Charleston, S.C. Contact Don Bovill, 2804 Gene Lane, Arlington, Texas 76010.

• **USS Finch (DE 328)** — Sept. 30-Oct. 3, Nashville, Tenn. Contact Charles L. Herr, 1905 N. Riley Road, Muncie, Ind. 47304; (317) 282-7390.

• **USS Reeves (DE 156/APD 52)** — Sept. 30-Oct. 4, Myrtle Beach, S.C. Contact Gene Hampton, 6492 Payton Woods Lane, Tucker, Ga. 30084; (404) 939-3428.

• **USS James C. Owens (DD 776)** — Sept. 30-Oct. 4, Albuquerque, N.M. Contact Jesse Ward, P.O. Box 1749, Murrells Inlet, S.C. 29576; (803) 651-8511.

• **USS Newport (LST 1179)** — September 1992, Little Creek, Va. Contact Mick Grajcar, 1414 Westfield St., Pittsburgh, Pa. 15216.

• **USS Tripoli (LPH 10/CVE 64)** — September 1992, Houston. Contact Jim Metts, 1103 22nd St., Nederland, Texas 77627; (409) 722-1468.

• **USS Plunkett (DD 431)** — September 1992, St. Louis. Contact Ted Mueller, 120 Iron Lake Court, St. Charles, Mo. 63304-7277; (314) 928-2322.

• **USS Moale (DD 693), USS Cooper (DD 695) and USS Sumner (DD 692)** — September 1992, Jacksonville, Fla. Contact Russ Catardi, 936 Garfield Ave., Ardsley, Pa. 19038.

• **USS Los Angeles (CA 135)** — Oct. 1-4, Long Beach, Calif. Contact Robert V. Spratley, 17 Ann St., Succasunna, N.J. 07876; (201) 584-8927.

• **USS Hammann (DD 412) and USS Gansevoort (DD 608)** — Oct. 1-4, Scottsdale, Ariz. Contact Clyde A. Conner, Route 1, Box 1, Grafton, W.Va. 26354-9702; (304) 265-3933.

• **NSWU Association** — Oct. 1-4, Laughlin, Nev. Contact Danny Rider, HCR-31, Box 231, Jean, Nev. 89019; (702) 723-5261.

• **Crow's Nest Officers' Club** — Proposed Summer 1992, St. John's, Newfoundland. Contact Crow's Nest Reunion, P.O. Box 5094, Queen's Beach, St. John's, Newfoundland, A1C 1A4.

• **33rd Seabee Association** — Proposed. Contact Charles M. Ambrosio, 3076 N. Running Oak Terrace, Beverly Hills, Fla. 32665; (904) 746-1988.

• **USS James E. Kyes (DD 787)** — Proposed. Contact Wesley L. Hammond, 2032 Mendocino Way, Modesto, Calif. 95350; (209) 522-5302.

• **6th Seabee Association** — Proposed. Contact Mrs. Arthur H. Guttat, Route 1, Box 215, Mondamin, Iowa 51557.

• **78th NCB** — Proposed. Contact Roland A. Swanson, Rural Delivery 1, Poland Center, Falconer, N.Y. 14733; (716) 665-5969.

• **8th Special CB** — Proposed, Springfield, Mo. Contact Clarence T. Ruiz, 1517 Pointsetta Drive, Metairie, La. 70005; (504) 834-4028.

• **90th NCB** — Proposed. Contact Barney Freeman, 5782 Parkwald Circle, W. Baynton Beach, Fla. 33437.

• **91st NCB** — Proposed. Contact Chuck Kramer, 144 Navaho St., Thousand Oaks, Calif. 91362; (805) 495-0420.

• **USS Durham (LKA 114)** — Proposed. Contact Robert Blot, 10766 E. Virginia Ave., No. 205, Aurora, Colo. 80012; (303) 366-4997.

• **USS Mayrant (DD 402)** — Proposed, Bremerton, Wash. Contact William Worth, P.O. Box 711, Port Orchard, Wash. 98366; (206) 876-5255.

• **CBD 1052** — Proposed. Contact Herb Fanta, 1361 Fernlake Ave., Brea, Calif. 92621.

• **CBMU 301/302 (Vietnam)** — Proposed. Contact David Cooper, Route 3, Box 7000, Bartlesville, Okla. 74003.

• **CBMU 561** — Proposed. Contact T.H. Watson, 244 Belmont Drive, Columbia, S.C. 29205; (803) 787-2620.

• **CBMU 599** — Proposed. Contact Robert Murphy, Route 1, Box 83, 927 S. First St., Divernon, Ill. 62530.

• **CBU 405** — Proposed. Contact SW1 John C. Larkin, CBU 405, NAS Miramar, San Diego, Calif. 92145-5000.

• **COMCBPAC** — Proposed, Honolulu. Contact CDR W.L. Rudich, COMCBPAC CB 30, Pearl Harbor, Hawaii 96860; (808) 474-7158.

• **1st USNMCB** — Proposed. Contact Charles E. Mischler, 4502 Galloway Blvd., Bradenton, Fla. 34210; (813) 795-0973.

• **NMCB 2** — Proposed. Contact Stoney Serrett, 9756 Mesa Verde Ave., Baton Rouge, La. 70814; (504) 927-7208.

• **NMCB 4** — Proposed. Contact Edward Kloster, 3475 Union Pacific Ave., Los Angeles, Calif. 90023.

• **NMCB 40** — Proposed. Contact LT Daniel Sanders, FPO AP 99901-4981.

• **PAD 1/2/3 and 5** — Proposed. Contact David A. Morrison, 3706 San Medina, Farmington, N.M. 87401.



Two USS Theodore Roosevelt firefighters stand by in proximity suits during crash and salvage training at Naval Air Station Oceana's fire-training pit. Photo by PH2 Lance Kirk.



Mt. Etna's wrath ● Page 37